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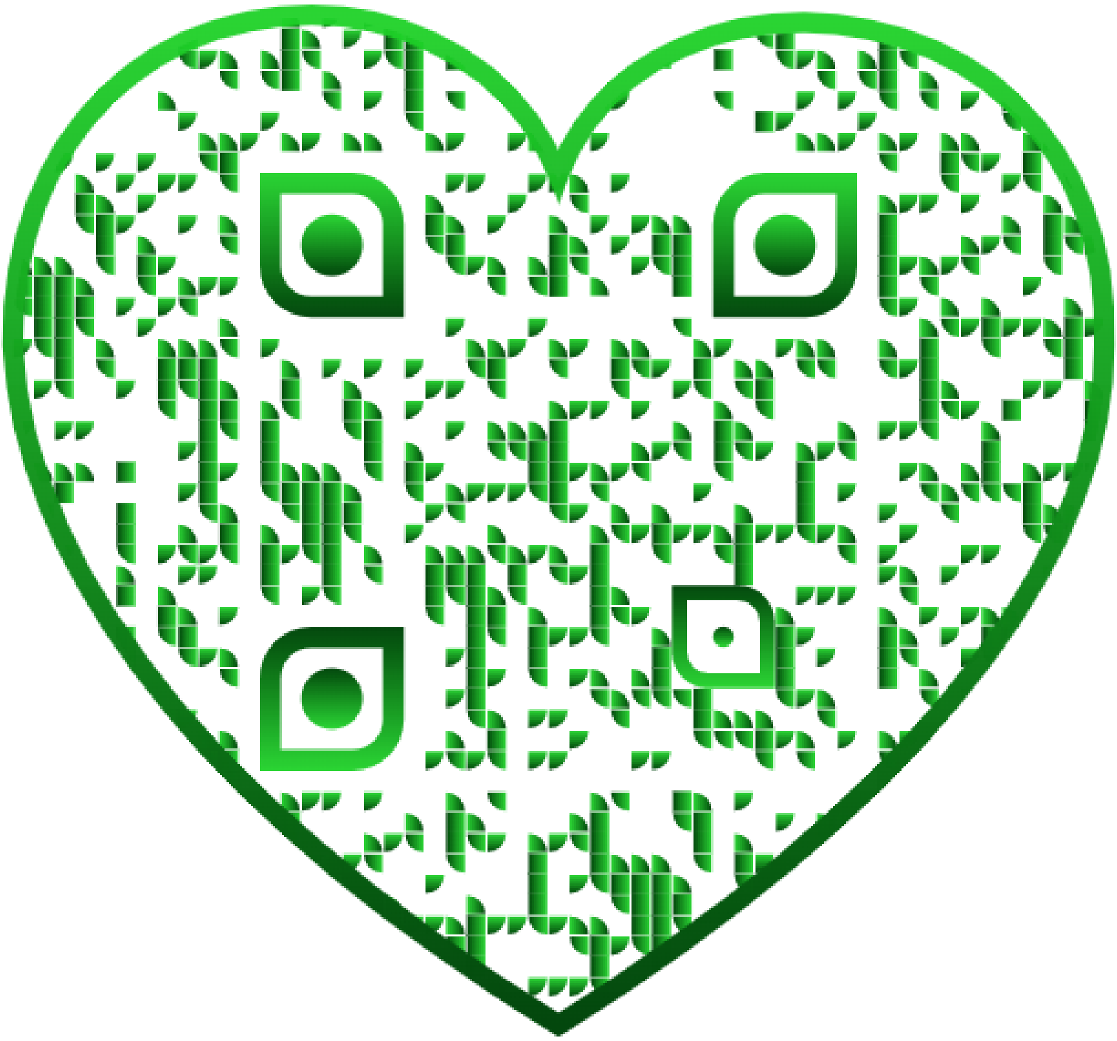

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Herewith our annual issue dedicated to those of you gearing up to buy your first Porsche. This always proves a huge-selling edition of the magazine, which is why I'd like to take the opportunity to welcome new readers to the fold. Reflecting the Porsche scene as a whole, *911 & Porsche World* is a broad church, covering all ages of Stuttgart-crested road and race cars, from the venerable 356 all the way to the very latest products from the manufacturer's GT division.

Of course, the earliest and newest Porsches tend to be the most expensive of the breed and are therefore not usually what buyers focus on when searching for their first P-car. Fortunately, we're super-familiar with not only these Porsches, but also the scene in between, which is why you'll discover such a wide range of sports cars exhibited across the following pages. Whatever your budget, we've got you covered.

This wealth of knowledge comes courtesy of *911 & Porsche World*'s solid team of contributors. The magazine has been in circulation for thirty-five years, making it the original independent monthly Porsche magazine. It's also the world's best-selling title of its kind. We're thrilled to have you along for the ride and wish you good luck for the hunt.

Dan Furr Editor
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911&Porsche World

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FEATURES

10 **ROLE MODEL**
Sampling the new 911 Carrera S.

32 **NO GOING BACK**
Is the 9A1 engine bulletproof after all?

44 **SUPER CARRERA**
A thoroughly restored 911 SC.

52 **ON THE RIGHT TRACK**
A road-legal 944 Turbo competition car.

62 **FIFTEEN TO ONE**
Essential checks for first-time buyers.

78 **CARS TO CONSIDER**
More Porsches for your perusal.

90 **AGENT ORANGE**
Paul Leyton's S/T-inspired 911 restomod.

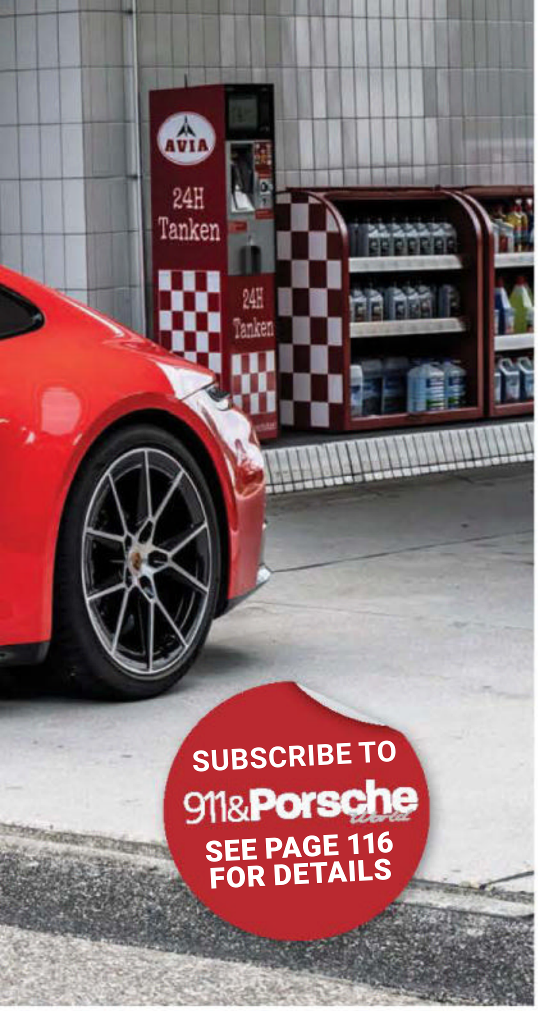
98 **ROAD TO ROUEN**
Exploring France in a new 911 Carrera.

110 **SIMPLY THE BEST**
The new Panamera GTS tried and tested.

118 **MARKET WATCH**
The singe-owner Apex Collection.

911&Porsche World
SEPTEMBER 2025
ISSUE No.374

CONTENTS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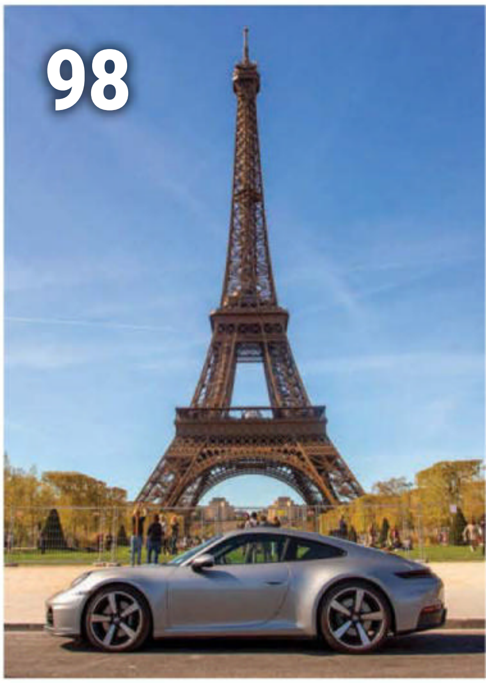
911&Porsche World
SEE PAGE 116
FOR DETAILS

32

90


98

122

118

BOSCH
944
A-TL 944H
52

REGULARS

18 **THE BULLETIN**
Cayenne Electric hits Shelsley Walsh.

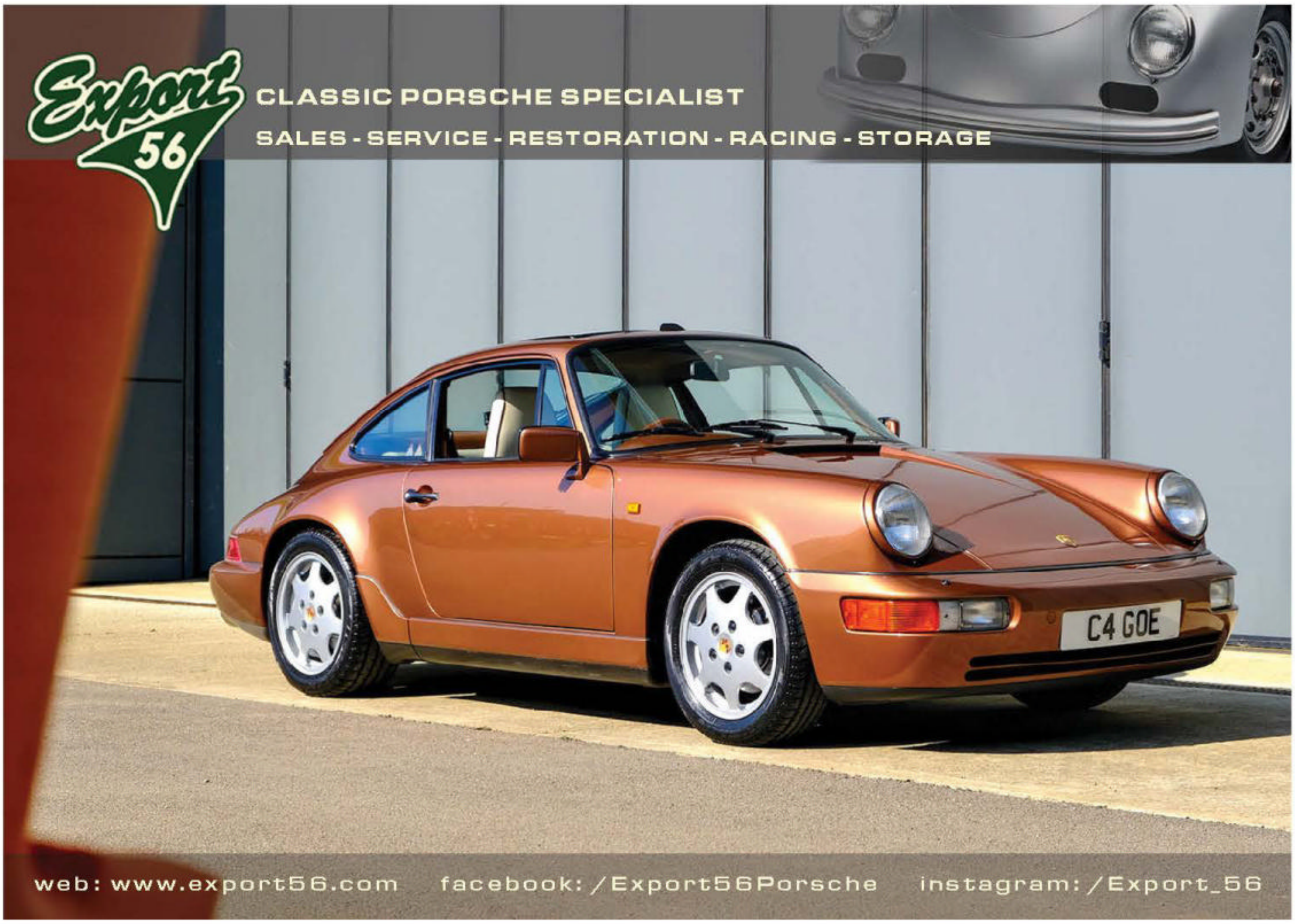
22 **ESSENTIALS**
New products for you and your Porsche.

29 **COMMENT**
Tom and Karl on buying a P-car.

116 **SUBSCRIPTION DEALS**
The magazine delivered to your door.

122 **DEALER SPOTLIGHT**
We pop along London's Portiacraft.

130 **NEXT ISSUE PREVIEW**
Celebrating ten years of GT4.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ROLE MODEL

Not everybody's first Porsche is a used car. Some will jump straight to a main dealer and park their cash in a box-fresh 911. Good for them, but which variant to buy? Historically, the Carrera S has offered the best of all worlds, but is this still true? We head to Germany's Black Forest and get to grips with the new kid on the block...

Words **Matt Robinson** Photography **Barry Hayden**

Above Radiant in red, the Carrera S was an absolute blast around tight twisties in the Black Forest

There's a moment — there are, in fact, many, but this one sticks in our mind — when we realise just how much fun we're having driving the new 911 Carrera S. We're on a wonderfully sinuous road on the fringes of the Black Forest and we're in a somewhat oddly specified Carrera S equipped with the standard-issue Porsche Active Suspension Management (PASM), Porsche Torque Vectoring Plus (PTV Plus) electronically controlled limited-slip differential and optional rear axle steering (£1,941). Nothing peculiar there. The oddness comes from the exterior paintwork. It's Cartagena Yellow Metallic, one of the six-strong, £1,704-apiece colours from Porsche's so-called Dreams range. We're not sure on the shade. It's a vaguely 1970s-esque hue, washed-out and with a trace of green mixed in. It looks lovely in full sunlight, if less endearing in the mizzle and murk of a grey day.

KEEPING THE ICE GREY S IN SIGHT WAS UTTERLY EXHILARATING, THE CARTAGENA CAR SLICING THROUGH GLOOM LIKE A BOLT OF YELLOW LIGHTNING

After a bright start to our trip over to Porsche's home in Stuttgart, we venture out to the nearby Black Forest for its mix of Alps-like roads, which carve through hillsides, promising to enable a thorough assessment of the relative talents of this 911. Sadly, rain has emphatically set in for the afternoon. These conditions aren't great for showing off Cartagena in its best light, but are brilliant at demonstrating precisely what a thoroughly adept monster the 911 has become in its seventh decade of life. Time was when driving a near 500bhp, turbocharged, two-wheel-drive 911 in the wet would have been a hair-raising experience. Not for no reason was the 911 Turbo known as 'widowmaker'.

We're chasing a glorious new Ice Grey (a £1,067 option) Carrera S as we thunder along a beyond-damp valley floor. The guy driving the 911 ahead is a serious talent. He's got epic car control and, having cleared a couple of slow-moving Audis previously holding up our convoy's progress, he's not hanging around. With great rooster tails of spray pluming off the back of his Porsche, it's going to take an effort just to keep him in sight. Thankfully, our yellow machine is more than up to the task.

Honestly speaking, the new 911 Carrera S is a beast. With the engine slung over the rear wheels, traction in the wet feels unimpeachable. Sure, early in our drive, an injudicious prod of the throttle when exiting a tight, sopping hairpin got the rear of the car to swing out rapidly, but the impeccable, beautifully weighted steering makes catching such slides the work of a moment. Here, though, when you're 'travelling' and the last thing you want in a high-commitment, thirty-degree kink in rain is to dial in unintended opposite lock, the Carrera S is rock-solid.

One of the upgrades in the transition from first-generation 992 to the current breed is the additional thirty horsepower delivered by the three-litre,

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Above Three litre flat-six develops a useful 473bhp, a hike of more than eighty-five ponies over the base 992 Gen II Carrera

twin-turbocharged flat-six, taking peak output to 473bhp, a dead match for the 992 Carrera GTS prior to its transition to Porsche's new T-Hybrid powertrain. There's certainly no doubting the hard-edged, yowling insistence of the Carrera S, the Porsche making a fantastic noise through its standard-fit Sports exhaust, even if it's not the most tuneful 911 in history, or indeed the 992 family. Hauling hard from muscular midrange to zingy top-end, the Carrera S requires serious thought and deft control in these conditions, but once again, Zuffenhausen's engineers have provided drivers with all the precision-crafted tools required to get the job done.

Keeping the Ice Grey Carrera S in sight was utterly exhilarating, the Cartagena car slicing through gloom like a bolt of yellow lightning. Special praise for the brakes, lifted wholesale from the GTS, measuring 408mm on the front axle and 380mm at the rear, denoted by red calipers (unless the owner has specified a different colour). These stoppers provide epic bite, perfect pedal feel and no sense of any fade or diminishment of performance in the wet. If you want, you can upgrade to Porsche Ceramic Composite Brakes (PCCB) for a chunky £9,087, which we cannot for a minute believe is necessary on what is primarily a road-going variant of the new 911. Truth be told, we don't think you need them for track work, either, given how good the standard anchors prove themselves.

We couldn't have enjoyed ourselves much more at the wheel of the Carrera S. This 911 is a thorough delight and, in its own way, is as good as any other 992 we've yet sampled, whether first- or second-generation. If you're sensing a big 'but' is on the way, however, then you'd be absolutely right. The Carrera S you see in our pictures is clearly not the Cartagena car. It's finished in Guards Red (also now in Porsche's Dreams colour line) and features the optional PASM Sport setup (£939). In drier conditions, we spent more time in this Carrera S, and though we adored it almost every inch as much as our reference drive in the standard-PASM Cartagena car, we have reservations about the suspension upgrade.

It lowers the S by a further ten millimetres and ramps up spring rates by between thirty and forty percent, so said the Porsche spokesperson in attendance. Whether this is a worthwhile upgrade or not comes down to what you're going to use your Carrera S for in the first place. In our eyes, PASM Sport is an unnecessary expense. It certainly sharpens the car's manners in corners to a detectable degree, but not by anything near enough to compensate for the significant deterioration in ride comfort and rolling refinement. On

TECH SPEC

Engine	9A2 Evo 2,981cc twin-turbocharged flat-six petrol
Transmission	Eight-speed PDK dual-clutch automatic gearbox, rear-wheel drive with PTV Plus electronically controlled limited-slip difF
Power	473bhp at 6,500rpm
Torque	391lb-ft at 2,200-5,000rpm
0-62mph	3.3 seconds (with optional Sport Chrono)
Top speed	191mph
Economy	26.4-27.7mpg (combined)
CO_2 emissions	232-243g/km
Kerb weight	1,540kg
Length	4,542mm
Width	1,852mm (excluding mirrors)
Wheelbase	2,450mm

Above and below Interior is nothing short of superb, as one has come to expect from modern Porsches

lumpen asphalt in cities, even in the softer Normal driving mode, the PASM Sport car feels brittle and intransigent, where the regular PASM chassis soaks up imperfections with far more aplomb. You also hear more of the twenty-inch (front) and twenty-one-inch (rear) alloys thumping through manhole covers, the suspension trying to muffle such impacts as it encounters them, all of which makes the PASM Sport Carrera S a less relaxing road car than it needs to be. This is, after all, still a Carrera.

IT FEELS AS IF THE THREE MODELS SURROUNDING THE CARRERA S MANAGE TO SMOTHER IT INTO SUBMISSION

Our main bugbear of the new 911 Carrera S is this: what, precisely, is the point? Why would you pick the Carrera S ahead of any other new 911 in the range? The entry-level Carrera runs a hefty 389bhp and is the most affordable and most comfortable pseudo-grand-tourer 911. The related Carrera T is now the only realistic way to get into a three-pedal 992 this side of the mesmeric GT3, because, yes, Porsche has stripped manual transmission from the Carrera S. Whereas you could buy a first-generation 992 Carrera S offering 444bhp and a seven-speed H-gate, the new model is PDK-only. Naturally, the new Carrera GTS has the allure of the aforementioned T-Hybrid running gear, which brings a 3.6-litre flat-six and the same running costs (and eco-stats) as the Carrera S, but also the mighty performance of 534bhp, all wrapped up in the usual GTS driver-centric trim. Need we say more of the GT3? It's a breed apart from any new 911 making use of forced induction.

In fact, an interesting and somewhat telling point was made by a representative of Porsche Cars Great Britain on this trip. He said the new Carrera GTS already accounts fifty percent of 911 sales in the UK. Roughly speaking, the Carrera, Carrera T and Carrera S split the remainder — the 911 Turbo and GT3 models represent low sales figures in Blighty — but we have a feeling the Carrera S might drop away even further, given the indisputable appeal of the GTS T-Hybrid. The Carrera S is the obvious victim of concertinaing the 911 family.

We live in a weird world, where the

base 911 Carrera can now despatch the dash from rest to 62mph in 4.1 seconds, hammering 183mph flat-out. Fit the car with Sport Chrono and Launch Control, and the same sprint comes down to 3.9 seconds. Pub stats? Perhaps, but we are presented with a bonkers scenario where the 'boggo' 911 is as fast-accelerating as a manual GT3. In fact, save for the manual-only Carrera T, which takes 4.5 seconds to complete the benchmark sprint, and notwithstanding a Carrera without Sport Chrono, the six-speed GT3 is the third-slowest 911 in the family. How bizarre.

This, therefore, leaves the slenderest of performance gaps into which Porsche can shoehorn the new 911 Carrera S. Sure, it bridges the gulf between the 389bhp Carrera and 534bhp Carrera GTS very neatly indeed. Ditto price, because there's £16,800 between the £103,700 Carrera and this £120,500 Carrera S. It's a £17,400 price walk from there to the £137,900 Carrera GTS. Furthermore, certain items on the Carrera S, not limited to PASM Sport, PTV Plus and rear-axle steering, can't be specified on the Carrera, meaning there's a slim argument to be made for picking the Carrera S over the entry-level new 911.

For us, however, this Neunelfer feels a bit lost in the sea of cars around it. Objectively, the 473bhp Carrera S is a sublime sports car. It looks fabulous, the interior is typically excellent (great material finishing, spot-on ergonomics, a marvellous driving position and an exquisite circular steering wheel, which isn't always a given these days), the powertrain is a jewel and the chassis, thankfully, proves more than a match for the motive talents. Like any modern-era 911, this is the sort of cohesively majestic sports coupe other manufacturers can only dream of producing. It is therefore a most welcome addition to the 992 canon. Contextually, however, considering every new 911 is blindingly quick, it feels as if the three models surrounding the Carrera S manage to smother it into submission. The Carrera, the Carrera T and the Carrera GTS feel like far more compelling options than the S, despite it being an undeniably talented sports car.

And so, while our rainy blast through the edge of the Black Forest — chasing down a hard-driven Ice Grey Carrera S from the confines of the 'flying banana' — will live long in the memory, and knowing you won't regret buying a new Carrera S, we can't realistically say it makes the strongest case for itself. Even if you consider it GTS-lite or say it's the strongest non-hybrid-powered turbocharged 911 in the range (the impending Turbo and Turbo S are heavily mooted to be T-Hybrids, just like the GTS), at least until a fresh GT2 RS turns up.

A strange summation for a car so glorious? Probably, but at the same time, this is obviously a nice dilemma for Porsche to have. For the manufacturer to be operating with such an exalted level of engineering expertise a car as polished, as capable and as thoroughly enjoyable as the new 911 Carrera S can even be remotely considered a near miss by critics such as ourselves is, certainly, a nice problem to have. Steer clear of PASM Sport and you've got a nine-and-a-half-out-of-ten 911. That said, you can get the full ten elsewhere in Porsche Centre showrooms. This is the only significant problem with the new Carrera S. What a nice dilemma for buyers selecting their first Porsche. ●

Above Where the S was once the go-to option in the Carrera line-up, the new model's siblings have made justifying buying this 911 somewhat tricky

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Guards Red • Black Half-Leather Sports Seats • PDK Gearbox 19" Centre Lock GTS Wheels Switchable Sports Exhaust • Sport Chrono • Previously Sold & Serviced by Paragon • 51,929 miles • 2011 (61)

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911 Carrera 4 S Coupe (997.2)

Basalt Black • Black Leather Sports Seats • Manual Gearbox • 19" Carrera Classic Wheels • Touchscreen Satellite Navigation • Switchable Sports Exhaust • Bose Sound System • 51,462 miles • 2009 (59)

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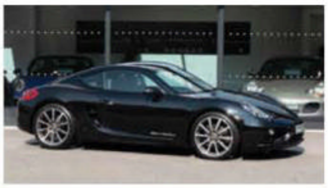

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THE BULLETIN

News from the world of Porsche

CAMO-COVERED CAYENNE EV PROTOTYPE EXHIBITS SERIOUS PERFORMANCE

Worldwide testing of the new Cayenne is in full swing. As part of the fine-tuning of this all-electric SUV, Porsche sent a near production prototype on a record-gathering mission, while also providing a glimpse of the Cayenne Electric's high levels of usability.

The brand demonstrated the high-performance potential of the new Cayenne at Shelsley Walsh hill climb, a historic motorsport venue in operation since 1905, making it one of the oldest sites of its kind anywhere in the world. A near production Cayenne Electric prototype took part in a filming project, whilst mingling with entrants competing in the hugely respected British Hillclimb Championship.

Gabriela Jílková, simulator and development driver for the TAG Heuer Porsche Formula E team, drove the camouflaged Cayenne Electric up Shelsley Walsh's asphalt hill, which is only three and a half metres wide in places, has a steep gradient of up to 16.7 percent and totals a thousand yards (914 metres) in length. On her first attempt, Jílková beat the previously held record time for a Sport Utility Vehicle by more than four seconds.

"This course is challenging and doesn't forgive mistakes," she told us after completing the drive. "There are no run-off zones and little room for correction. Thankfully, the new Cayenne's active suspension gives it enormous stability and precision. I felt completely confident in this Porsche."

ONLY SINGLE-SEATERS WITH TYRES DESIGNED FOR HILL CLIMBING MANAGED THIS FEAT AT THE EVENT

The Cayenne Electric prototype is equipped with Porsche Active Ride (PAR), which will be offered to buyers of the SUV in due course. The active chassis keeps the body level at all times, even during dynamic braking, steering and acceleration processes, thereby ensuring optimal surface contact by way of perfect distribution of wheel loads.

In addition to the record time of 31.28 seconds, another number caused a stir at Shelsley Walsh: the first measuring point (sixty feet (18.3 metres)) beyond the starting line was passed after just 1.94 seconds. Only single-seater race cars with slick tyres designed specifically for hill climbing managed this feat at the event, giving an idea of the exceptional accelerative performance of the Cayenne Electric, which was equipped with conventional summer tyres.

Michael Schätzle, Vice President of the Cayenne Product Line, assures us final tuning of the electric SUV is in full swing ahead of market launch, "but the drive power and equipment of the record-breaking car were already at production level".

Following the new Porsche's Shelsley Walsh appearance, the conspicuously camouflaged prototype was presented on display at the recent Goodwood Festival of Speed, where it drew big crowds throughout the event.

TAYCAN TURBO GT SETS NEW LAP RECORDS IN THE UNITED STATES AND UAE

The Taycan Turbo GT success story continues with two more lap records. The flagship model set new records as the fastest series-production electric car on the Road Atlanta circuit in the US state of Georgia, and achieved the same feat at Yas Marina in Abu Dhabi.

Le Mans winner, Patrick Long, completed an exceptionally fast lap in just 1:27.1 minutes on the 4.088-kilometre Road Atlanta circuit. This new lap time beats the record set by the Taycan Turbo S in 2020 (1:33.8 minutes) by more than six seconds. “I expected precise steering, but I didn’t realise how perfectly the Porsche Active Ride system would compensate for the car’s body motion,” said the professional racing driver and brand ambassador for Porsche Cars North America. Long is also co-founder of popular Porsche events brand, Luftgekühlt.

THE HEAT IS ON

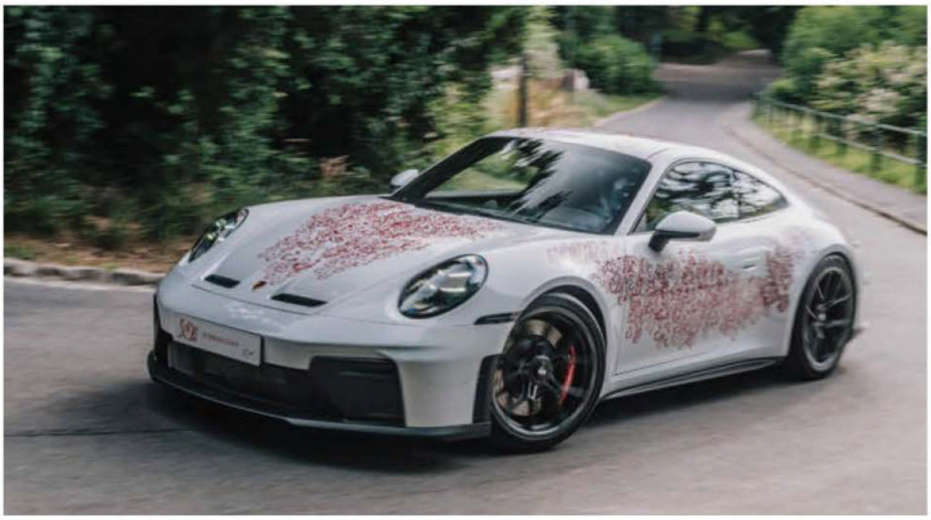
The time was set during changeable weather conditions — with ambient temperature of close to twenty-four degrees Celsius, the track featured plenty of damp patches. In contrast, the record-breaking run at the Yas Marina Circuit took place at night, a direct response to extremely high daytime temperatures. UAE-based GT race driver and race school instructor, Ramez Azzam, lapped the 5.281-kilometre Formula One circuit in just 2:07.2 minutes, just 1.1 seconds off the touring car lap record. The Taycan Turbo GT is now officially recognised by the Emirates Motorsport Association (EMSO) as the fastest production battery electric vehicle around Yas Marina’s full Grand Prix circuit.

“Electric cars are known for being fast on straights, but the Taycan Turbo GT shows its true strength over a full lap,” says Azzam, who won the GT4 class at this year’s 24 Hours of Dubai endurance race. “The agile, perfectly balanced Porsche suspension and brakes gave me the confidence I needed to give it my all.” During his record-breaking drive, the Taycan’s instrument cluster showed ambient temperature of twenty-eight degrees Celsius.

These two records continue a string of achievements for the Taycan Turbo GT, which is the most powerful production Porsche manufactured to date. In February 2025, Felipe Nasr lapped Interlagos Grand Prix circuit in São Paulo in just 1:42.1 minutes. The three-time IMSA champion and three-time winner of the 24 Hours of Daytona thereby set a new record for electric cars. Porsche development driver Lars Kern also set a blistering pace in the range-topping Taycan. In October 2024, he set the first officially recognised lap record at Shanghai International Circuit, with a time of 2:11.2 minutes.

In spring 2024, Kern enjoyed success at the Weathertech Raceway Laguna Seca. With a time of 1:27.8 minutes, he completed a lap faster than any other driver has managed in a road-legal electric car. Kern also posted a record lap time of just 7:07.5 minutes on the Nürburgring. This was a whopping twenty-six seconds faster than his previous lap record.

UNIQUE NEW GT3 WITH TOURING PACKAGE FROM PORSCHE LUXEMBOURG



Porsche Luxembourg celebrates a milestone anniversary: the company began operations seventy-five years ago as one of the sports car manufacturer's first importers. To mark the occasion, Porsche Luxembourg has partnered with experts from the Porsche Sonderwunsch department and Luxembourg artist, Jacques Schneider, to create the Porsche Lëtzebuerg Legacy project. The result is a unique 911 GT3 with Touring Package, which has been extensively individualised through the Sonderwunsch programme.

Many of the elaborate product highlights have been realised for the first time in this project. These include the special paintwork, which features a graphic of the Luxembourg lion, a headliner embroidered with the outline of the Grand Duchy and the opening lines of the national anthem, as well as discreetly printed interior leather. The *Vive* lettering plays a special role both on the exterior and interior.

“We have long been accustomed in the Sonderwunsch department to receiving requests with extravagant ideas and unique details from our discerning and creative customers. This 911 GT3 with Touring Package has allowed our individualisation experts to once again demonstrate their prowess and, in many cases, break new ground,” says Alexander Fabig, Vice President Individualisation and Classic at Porsche. “Both the exterior and the interior incorporate several exquisite and innovative design features sure to inspire many Porsche enthusiasts keen to create their own personal collector's car. At the same time, the elegant, understated character of this 911 fits in with the Luxembourgish mentality, which is as modest as it is proud.”

THE PAINT IS THE MOST ELABORATE EVER PRODUCED AS PART OF A SONDERWUNSCH BUILD

The new GT3 with Touring Package is a more understated variant of the race-bred sports car, dispensing with the fixed rear wing, instead utilising a retractable rear spoiler with a Gurney flap. The model is powered by a normally aspirated four-litre boxer producing near 510bhp. The premiere of this special Sonderwunsch car was celebrated at a customer event in Luxembourg on 28th June.

“This unique sports car embodies the link between Porsche's automotive heritage and Luxembourg's cultural identity,” says Tom Weber, Brand Manager of Porsche Luxembourg. “It exemplifies a partnership lasting for more than seventy-five years and is characterised by trust, innovation and shared passion. This car pays homage to the close relationship between Porsche and the Losch Group, an expression of shared values, long-standing collaboration and true automotive excellence.”

The paint adorning the Porsche Lëtzebuerg Legacy project is the most elaborate ever produced as part of a Sonderwunsch build. The painters applied a fine lion graphic in Fire Red over Ice Grey Metallic. The work was done by hand, requiring more than twenty production steps. The motif adorns the bonnet, wings, doors, side panels, fuel filler cap, rear spoiler and roof. *Vive* is displayed on the wheel rims.

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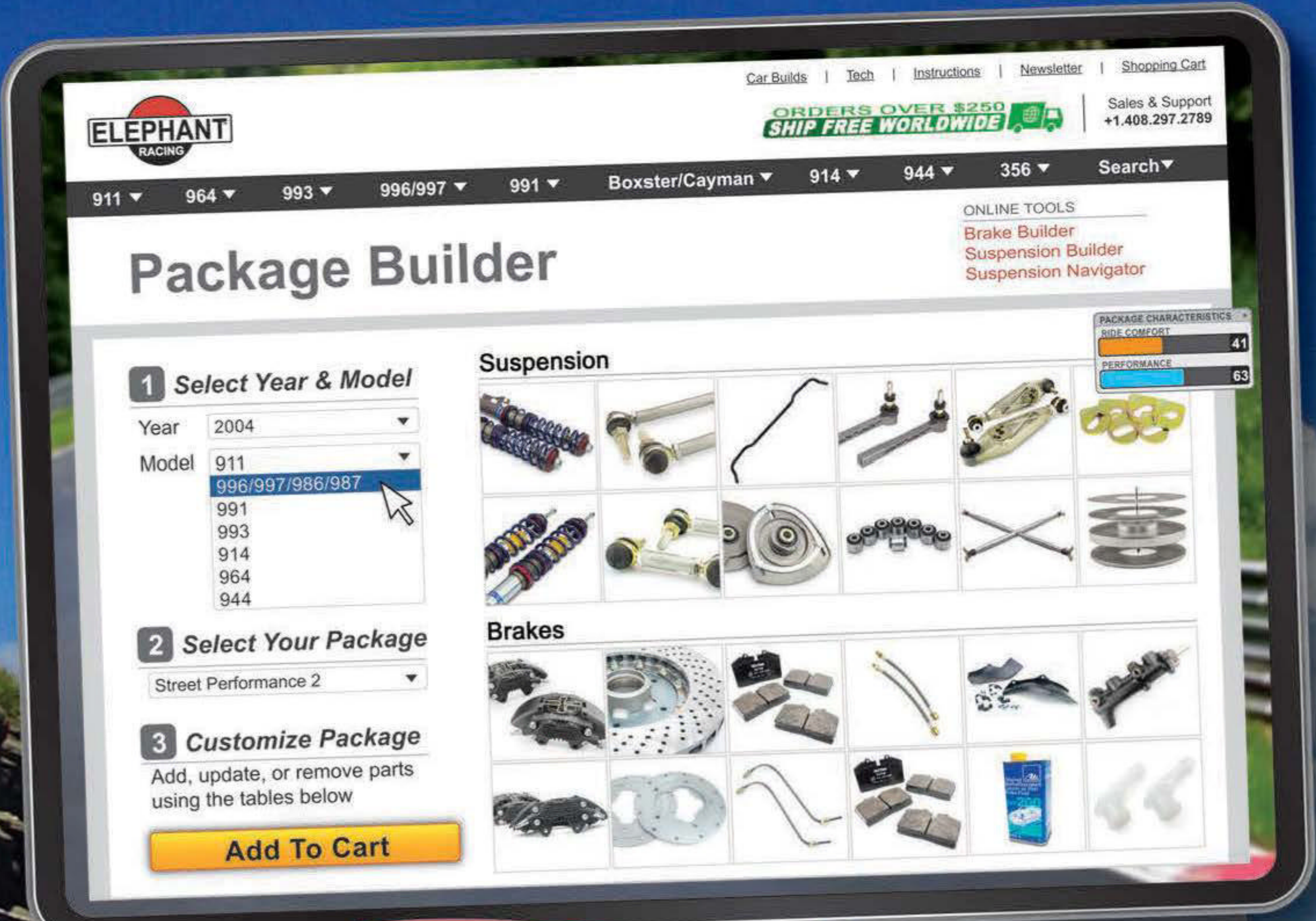

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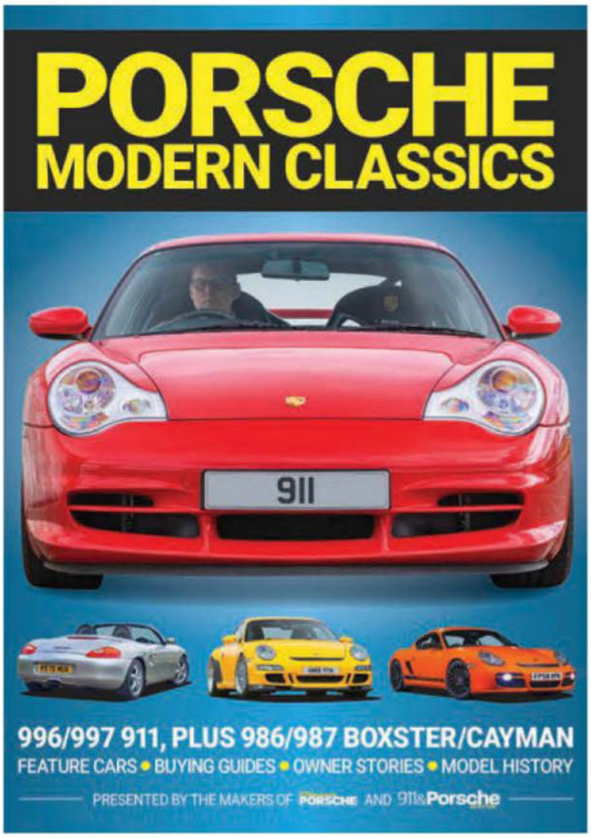
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NEW PORSCHE MODERN CLASSICS BOOKAZINE

New from the team behind *911 & Porsche World* magazine comes this 164-page celebration of the 996- and 997-generation 911s and their Boxster/Cayman 986/987 counterparts. We chart the design and evolution of this hugely popular range of Porsches, going on to examine the long-lasting impact these cars have had on all subsequent Porsche products, not to mention the sports car world as a whole. Along the way, we get behind the wheel of standout models, delve into owner stories, explore ground-breaking engineering and show you what to look out for when on the hunt for an early water-cooled 911 or Boxster/Cayman to call your own. Essential reading for marque enthusiasts, this beautifully presented bookazine comes hot on the heels of our successful *Porsche Air-Cooled Classics* title and is available to order at the link below.

Price: £9.99
shop.kelsey.co.uk/porsche-modern-classics

NEW WEBCON CARB KIT FOR CLASSIC FLAT-SIX

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Webcon has released new genuine 40 and 46 Weber IDA3C power kits for two-litre flat-sixes, as fitted to the 911 and 914/6. These superb new carburettors have been produced in Weber's factory in Spain, with all-new tooling created from original 1960s drawings. The kits feature Webcon's own UK-manufactured inlet manifolds and throttle linkage set, as well as a pair of top quality re-usable air filters. To develop the package, which includes everything you need for the conversion, such as manifolds, linkages, fittings and air filters, as well as the carburettors themselves, Webcon consulted various respected Porsche specialists. This feedback ensured the kits offer the best fit and performance.

Price: 40IDA3C £4,914, 46IDA3C £5,154
***webcon.co.uk* or call 01932 787100**

RENNLINE 996 CARBON CENTRE CONSOLE TRIM

Rennline's carbon-fibre center console covers are a great way to give your 996-generation 911's interior a subtle modern upgrade. The original covers are high-wear items and don't hold up well over time. In contrast, these high-quality carbon-fibre replacement parts are highly durable and resistant to common wear and tear. They're a direct swap for standard centre console covers and promise a factory fit with added style. Produced using the latest carbon-fibre manufacturing techniques, the covers are sold as a pair and can be ordered direct from the Rennline website, where you will also find a 996 centre console delete kit constructed from lightweight weave. In fact, Rennline has recently updated its list of carbon components for the 996 — the company's catalogue now includes a 996 arm rest, door pull handles and the just-mentioned centre console delete kit, all constructed from carbon-fibre. These parts are also suitable for installation in a 986 Boxster. Non-carbon 996 items in the brand's revised portfolio of products include three-point safety harnesses, a manual shift boot and bumper grilles.

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7.0x15 *OFFSET : ET 23 MM*

911 *1969-89* • **911** *2.7 RS 1973* • **912** *1969* • **914/6** *1970-72*

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RICHBROOK CAR COVER TRAILER STORAGE NET

Not everyone has access to a covered trailer, but this doesn't mean you want your classic Porsche exposed to the elements when it is being transported. How do you keep a car cover in place when on the move, though? Automotive accessories specialist, Richbrook, has the answer in the form of its new-to-market car cover storage net. Designed to prevent your car's protective cover from billowing in high winds or when being moved on a trailer, this brilliant product is made from super-strong woven netting and incorporates a thick adjustable elastic tightening cord.

Price: £110 4.3-metre net, £120 5.1-metre net

***richbrook.co.uk* or call 01328 862387**

BILT RACING SERVICES BILLET ACCELERATOR PEDAL SPACER FOR 997/987/991/981/718

Pedal position is crucial to getting heel-toe shifting just right. Porsche parts manufacturer, LN Engineering, reasoned the standard accelerator pedal position in the 997- and 991-generation 911, as well as the 987-, 981- and 718-generation Boxster/Cayman, is too low (relative to the brake pedal), which doesn't allow fluid transition from pedal to pedal. This Bilt Racing Services billet pedal spacer brings the accelerator pedal up to a position more suitable for heel-toe. Machined from billet 6061 in LN Engineering's factory and anodised black to blend in with the surrounding interior, the spacer seamlessly clips into the factory pedal location and replicates the standard mounting provisions, allowing installation in minutes.

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***lnengineering.com* or call +1 815 472 2939**

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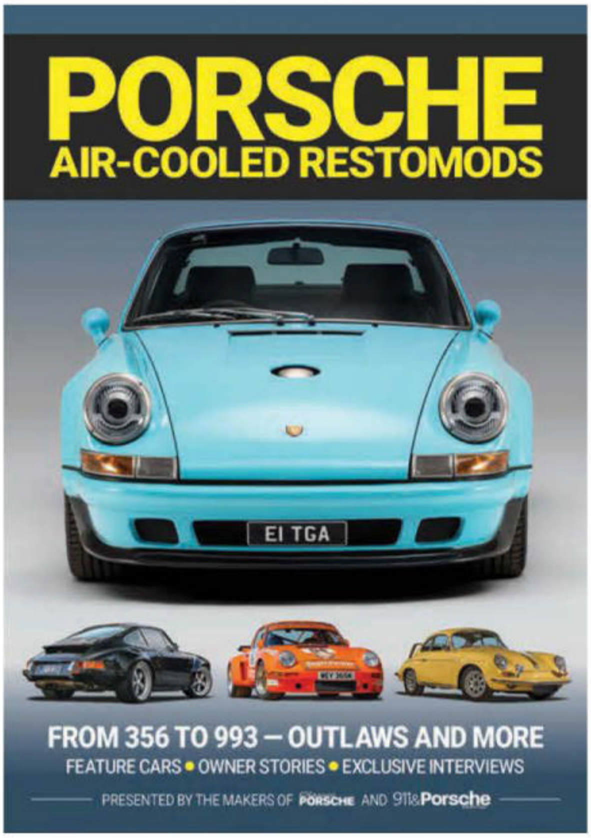
NEW PORSCHE MODERN CLASSICS BOOKAZINE

Hot on the heels of our hugely successful *Air-Cooled Classics* and *Modern Classics* bookazines comes *Air-Cooled Restomods*, a 164-page celebration of modified classic Porsches. The team behind *Classic Porsche* and *911 & Porsche World* magazines travels far and wide to uncover a variety of extraordinary air-cooled Outlaws and restomods spanning the evolution of Porsche sports cars, from the 356 through to the 993. Along the way, we get behind the wheel, delve into owner stories, explore ground-breaking engineering and salute the creators of these cars, as well as the Porsche restomodding scene they inhabit. We celebrate home-build heroes and big-budget professional projects, speak to industry professionals — including Rob Dickinson at Singer Vehicle Design and Nick Mebberson at Radial Motion — and look at leftfield approaches to bringing air-cooled Porsches into the modern era of motoring. Essential reading for marque enthusiasts, this brilliant bookazine argues the case for all classic Porsches being ripe for personalisation, citing the manufacturer's decision to offer its customers individual equipment from the early days of the 356, even if the brand didn't shout loudly about the fact. Fast-forward to the present day and we find ourselves at what many enthusiasts consider peak of the restomod scene, taking the idea of Porsche personalisation to dramatic new levels. *Air-Cooled Restomods* is available to order at the link below.

Price: £14.99
shop.kelsey.co.uk/restomod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Although engineered in the 'round box' design, these new stainless steel exhaust systems manufactured by Dansk Motorsport benefit from the engineering know-how of parent company, JP Group. Produced specifically for the second-generation 997 Carrera models, each system's bracketry is made with reinforcement angles to ensure a long service life and a perfect fit. Two different systems are being offered. The first, catalogue number 1620613710, delivers a classic sport exhaust note, whereas the 1620613810 system produces a much deeper, more throaty sound. "The neighbours will surely notice your arrival!" jokes the accompanying promotional literature. Both systems are supplied with a twelve-month warranty and can be ordered direct from Porsche parts retailer, Design 911.

Price: £1,396 for 1620613710, £1,411 for 1620613810
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PORSCHE CLASSIC TARGA ROOF LOCKING KIT

Open-top motoring has long been considered one of the most glamorous ways to travel, but it isn't necessarily the safest, hence Porsche introducing the distinctive Targa rollover hoop to its product line-up in 1965. Now considered something of a design icon, the Targa bar — named after the famous Targa Florio road race in Sicily — was developed in response to rumoured US highways legislation banning cabriolets on the grounds of safety. This law didn't materialise, leaving Porsche with semi-open-top versions of the cars it was producing. For years, the Targa body style was considered the least desirable of the 911 and 912 line-up, but it was used to great success in production of the 914 and was the only option for enthusiasts of *al fresco* driving prior to introduction of the 911 SC Cabriolet. Targa roofs aren't exactly what you'd call super-secure, however, hence this new Targa roof locking kit from Porsche Classic. Featuring four tamper-proof bolts and a special locking tool, the kit will keep your air-cooled Porsche's detachable roof panels safe and in situ.

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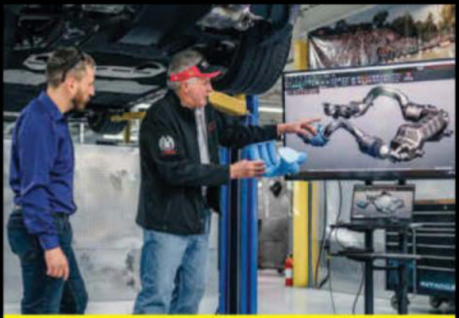

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TOM VAGI

Buying your first Porsche can be daunting, but this is a special occasion, one you've dreamed about for a while. It's important not to let anxiety get the better of you, but make sure you exercise due diligence, avoiding the pitfall of looking at cars through rose-tinted spectacles...

Tom Vagi is founder of Seacoast Specialist Cars, a New Hampshire-based independent Porsche specialist carrying out repair, maintenance, servicing, sales and restoration. He is a Master Technician, lifelong Porsche enthusiast and Technical Chair for the local chapter of PCA. Visit ***sscarsnh.com***

If there's one thing I've learned about Porsche enthusiasts, it's the fact we love to do research. Reading forum posts is fine, and magazine reviews are hugely useful, but the ultimate resource is always going to be the test drive. Put simply, you should drive many examples of the Porsche you're thinking about buying. Maybe test a few you're not considering, just for additional context. It might sound crazy, but I've driven several different examples of the same model and found vast differences in how each car feels. This is especially apparent with classic and modern-classic Porsches, where different parts and, er, maintenance practices have been applied over time. It's also true of GT Porsches, where individual driver preference has influenced configuration of aero and other aspects of these cars, such as suspension. No two GT Porsches are necessarily the same.

Next, gauge your reaction to the car you're testing. In my opinion, this may be the most important step of all. Long ago, when I was looking at boats, another 'boater' told me to only buy a vessel that says hello. Sound advice. For years, I've been telling people not to buy a car not immediately bringing them joy. I think Marie Kondo says something like this, too, although concerning household items. Yes, it might be time to revisit your dislike for the food processor on your kitchen counter.

How do you know if you're looking at *the* Porsche? First, your reaction is everything. If you light up when you take the car for a test drive, you'll know it could be The One. The same applies if you turn around and look at the car as you walk away from it. It's often helpful to bring a significant other. By this, I mean someone impartial to your purchase may notice things you don't about how you react to the car. Are you looking through rose-tinted spectacles? Are you glossing over things you might find problematic down the line? They'll be best-placed to tell you.

The more Porsches you inspect and drive, the higher your chances of finding The One. This is something you should factor in to your buying journey — Porsches aren't cheap, even if they're fairly priced and represent great value for money, which is why sampling a variety of cars at different trim and price points is a good idea when on the lookout for your dream drive.

Thing is, it's much easier to accept the cost of maintenance when you really love your car. Furthermore, you're much less likely to replace it in the short-term, thereby allowing you to accept these otherwise annoying maintenance costs over a longer period of time.

If you buy a Porsche 'sight unseen', I highly recommend not making changes to it until you've had some time to process how much you like the car. If it lights you up on the first day (and every drive thereafter), then press on with personalisation, but if you're feeling ambivalent, give it time. Your expectations and the real-world driving experience might be two different things. Just because a car looks pretty, doesn't mean it drives well.

The fact is, even a car you love takes time to integrate into your lifestyle. And after logging some miles with your new purchase, you may find it doesn't integrate well with how you hoped to use and store it. Best to know this before you pour too much money into upgrades. Take it slow. Many times, I've seen clients purchase a Porsche, commission a bunch of maintenance and upgrades, just to turn around and sell the car because they discover they don't really like it and want to buy a different model. Often, the Porsche they've purchased simply doesn't work with their lifestyle the way they anticipated.

When you've finally decided on the Porsche you really like, commission a pre-purchase inspection by a reputable workshop, either independent or dealer. This should be a non-negotiable aspect of your buying journey. There is no step in the process that will save you more money. We often see Porsche buyers who skip this step, only to be presented with expensive consequences. As a point of note, do your research on the workshop carrying out the inspection. You'll need the help of a business familiar with the Porsche you're considering buying — the next worse thing to not having an inspection carried out is having one done by someone who doesn't know what to look for on a specific model.

If you look long enough, you'll find the right car. Be patient. As I always say to my dear wife, "I'll know it when I see it." Happy motoring, friends. Enjoy your first Porsche. ●

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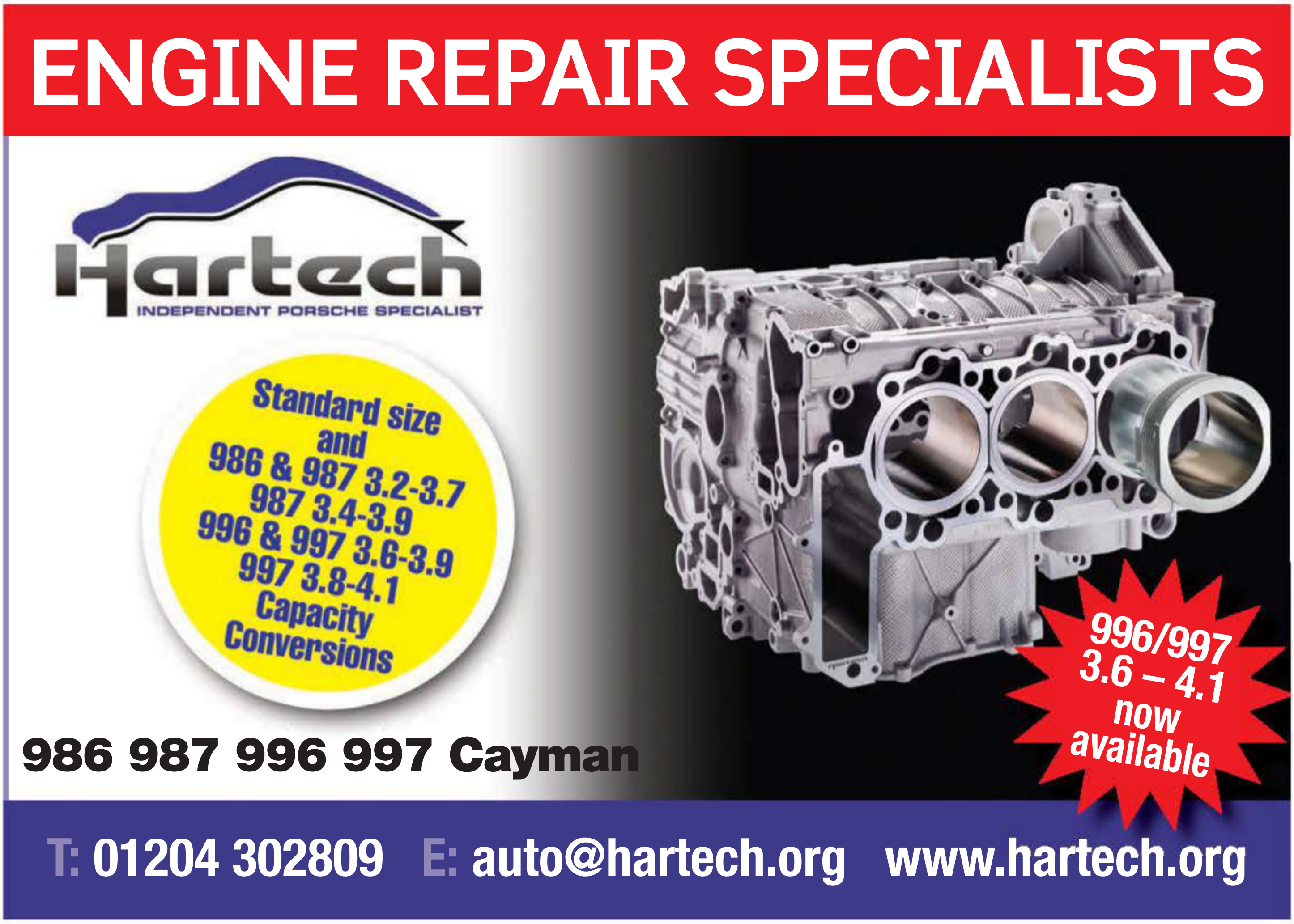

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KARL MEYER

The time to buy your first Porsche is here, but how safe is your money in the model and trim level you've focused your attention on? Should you be observing sales trends and casting the net wider? Let's take a look at what the market is saying right now...

__Karl Meyer__ is a UK-based independent Porsche buyer advising OPCs and independent specialists. Buying everything from 986s to Carrera GTs, his is a trusted name in the space of moving off-market and premium Porsches. If buying, selling or part exchanging, call Karl first. Visit __theporschebuyer.com__

For one reason or another, I'm regularly asked to remember buying my first Porsche. It was a stunning Vesuvio-pained 996 Carrera 4 coupe with manual transmission and factory Aerokit. I could never have imagined where that special purchase would take me in my professional life, cementing my lifelong obsession with Porsche. It was a true case of *do* meet your heroes, and so, I offer you a warm welcome to this special issue of *911 & Porsche World*.

If buying your first Porsche, you may be surprised where the journey will take you. The brand has a habit of permeating your friendship circles, use of spare time, dreams and your energy. If you're a veteran of the marque, I believe the current Porsche marketplace still has a few surprises in store.

Porsche has a reputation for being a brand where buying new often makes sense over buying used, but consider a pre-loved Porsche if you're keen to hop into a Taycan. This all-electric sports car presents super-clear marketplace data insofar as used examples of the model with low mileage and mind-bogglingly good specification can be bought within the Porsche main dealer network for less than £50,000. It's true — the Taycan is an automotive hot cake. Porsche Centres have a surplus of stock, meaning Centre Principals are keen to move these cars into new ownership as quickly as possible. It's a buyer's market offering a wealth of trim options, and though the price of buying new might make little sense to you (considering Taycan depreciation is almost as rapid as fast-charging Performance Battery Plus from empty to full), the possibility of acquiring a relatively new, low-mileage electric Porsche under warranty from the main dealer network for a third of the original purchase price is something not to be sniffed at.

On the whole, the Porsche Centre sales staff I've been talking to feel the Macan EV has been their most voluminous seller in 2025, but forthcoming official half-year sales figures will tell us if this has been the case across the board. Naturally, I'll keep you posted. During these chats, I was keen to table my thoughts with Centre sales executives regarding the 718 platform. Porsche is determined to introduce the next generation of Boxster/Cayman as full EV, which my gut tells me is a huge mistake for the UK market. Granted, I don't have any data (yet) other than anecdotal, but I just don't see the level of demand Porsche is anticipating. Even Elon Musk has been kicking the EV sports-car can down the road. Then again, it's an empty segment, with only the MG Cyberster offering anything like competition for the proposed Porsche. Perhaps business owners will welcome the newcomer? One thing's for sure: it will be great news (slow depreciation) for two- to three-year-old 718 Boxster/Caymans going forward. I don't see them reaching premium prices, but stranger things have happened. Watch this space.

Speaking of 718, hours before I wrote these words, I saw a Porsche Centre pacing the market by knocking ten grand off a 718 Spyder RS, resulting in a price tag of £119,000. Surely, this is a bargain, relatively speaking? At the air-cooled end of the spectrum, I'm seeing examples of the 993 really stretch their legs, as evidenced by a lovely low-mileage 993 Carrera 4S coupe pitched at £139,000 and a Carrera S mid-miler at £119,000. I can tell you these cars are keenly priced, given what has recently transacted. What has confused me, though, is the data on recent sales of the 993 Cabriolet. These drop-tops haven't jumped with their coupe counterparts — a sensible-mileage 993 Cabriolet can be yours for £40,000. Yes, this figure gets you an air-cooled Porsche for the summer. At that price point, you can't lose. Indeed, there is every chance you can have a few months of fun with the car, then sell it for more than you paid.

Let's end where I started: the 996, which for many of you, will be the gateway to your Porsche ownership experience. I've recently bought a 'Holy Grail specification' throttle-cable 996 (coming to market soon) and have therefore been scouring data sources to find out where the best of these 911s really sit, as far as price is concerned. To my great satisfaction, 996 Carreras seem to be finally finding their feet. Good examples are now consistently retailing for upward of £25,000. This is something I could never have imagined when buying my first Porsche all those years ago. Perhaps I should keep the car?! ●

T1 DPM
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NO GOING BACK

The 997 Gen II Carrera presents excellent value for money, especially in Cabriolet guise, but be mindful of spending big purely because you're trying to avoid complaints concerning Porsche's earlier water-cooled flat-sixes...

Words **Dan Furr** Photography **Dan Sherwood**

The sun is shining and the water is clear. We're kicking it at the coast. Specifically, I've asked *911 & Porsche World* photographer, Dan Sherwood, to join me on a jaunt to Hythe. Oh, we do like to be beside the seaside. Oh, we do like to be beside the sea. Ice cream and 'kiss me quick' hats aren't what I have in mind, though. Nor do I intend to surprise him with a trip across the water to mainland Europe, despite the fact we're a stone's throw from the entrance to the UK's LeShuttle terminal. On this note, I'm planning a trip to visit the catacombs in Paris not long after this issue of the magazine goes to print. I'm wondering why I didn't time today's visit to coincide with my jaunt to France. I guess I must really like spending four hours travelling from home in Norfolk to Folkestone on some of the UK's most boring stretches of motorway.

OFFERING DEBORAH A DEAL SHE COULDN'T REFUSE WAS IN THE INTERESTS OF ALL CONCERNED

As Dan quickly discovers, the reason we're here is to sample a second-generation 997 Carrera Cabriolet owned by Deborah Merrens, a name some of you will be familiar with following the first instalment of my journal documenting time driving a GT Silver Metallic 992 Gen II Carrera around France a couple of months ago. To recap, completely independent of my existing travel arrangements (I'd made plans to visit Paris, Orléans and Rouen), I'd been invited to Boulogne by LeShuttle's management team. A guided tour of the town, a wine-tasting tour of local cellars and dinner in a Michelin-star restaurant awaited, as did overnight accommodation in the hotel housing the chosen eatery (made famous by a televised visit from politician-turned-journalist, Michael Portillo). A pass for access to the local aquarium, which plays host to thousands of marine species, was also up for grabs.

The LeShuttle team knew not of the plans I'd already made, but the date proposed for the blast to Boulogne was precisely when I intended to leave the UK for the home of Daft Punk, Gérard Depardieu and the Fleurs-de-lis. The timing of the invitation was therefore perfect. I was very much looking forward to meeting those kindly offering it, not least Mark Spinks, formerly Head of Media at Chelsea football club (well, nobody's perfect), and Deborah, who works with Mark in leading LeShuttle's marketing efforts.

We immediately bonded. Indeed, Deborah and I found ourselves spending a great deal of time waxing lyrical about our mutual love of Porsche. She's a seasoned P-car pilot, although her ownership journey serves as something of a cautionary tale, which is why I reasoned it worth sharing with you in this particular issue of *911 & Porsche World*, offering a wealth of advice to anybody readying themselves to buy their first Stuttgart-crested speed machine, 911 or otherwise. Hopefully, her story will help you avoid an expensive mistake.

"I'd wanted a Porsche ever since seeing Kelly McGillis drive a black 356 Speedster in the Tom Cruise blockbuster, *Top Gun*," she recalls. "This was the sexiest car I'd ever seen. I've always loved convertibles, but the film's star car struck me as something very special indeed." Sadly, the cost of acquiring a 356 in modern times is far greater than it was when McGillis was hammering the now famous Speedster up and down deserted streets in San Diego, but then again, the air-cooled classic she took great pleasure in pedalling was, in fact, a replica. Even so, it says something that the movie's cars and motorbikes are far cooler and more memorable than its jet fighters.

"In 2002, I bought a two-year-old 986," Deborah continues, recognising the early Boxster as the closest thing Porsche offered to a 356 Speedster in its contemporary line of products. "I adored the car, but a job offer requiring a move overseas meant I had to relinquish ownership. I enjoyed Boxster life, though, which is why I bought another 986 when I returned to the UK a few years later."

STRONG START

This car was bought from a well-established dealership in Reading and underwent specialist inspection from a marque expert prior to Deborah parting with her hard-earned cash. "It was a reputable garage and I had a great deal of fun with the car before parting with it following another invitation to work overseas," she remembers.

Fast-forward five years. Deborah — then residing in New York — was contacted by legal professionals representing the person who bought her car. "It had passed through a

Facing page
The 997 Gen II Carrera still looks fresh, despite launching in 2009

number of different owners, the last of which had discovered it was a stolen vehicle carrying a false vehicle identification number. I was flummoxed." At no point during the earlier inspection, or when the car was in the care of Porsche Centres during Deborah's ownership, had the Boxster's identity been scrutinised. Now, half a decade later, the car's owner was suing the person he bought from. "Effectively, everybody sued down the chain, which ended with me because the business I bought the car from in 2002 had entered into receivership." A call from law enforcement officers at Scotland Yard confirmed the Boxster's status as stolen. Moreover, they referred to the case as "an elaborate fraud."

If you're on the hunt for your first Porsche, the point to note is how independent inspection of a vehicle is primarily concerned with condition, not identity. With this in mind, make it clear to any Porsche Centre or independent specialist commissioned to carry out the work that you want the car's identity confirmed as a key part of the process.

Thankfully, this expensive experience didn't dent Deborah's passion for Porsche, though it shook her confidence in buying from an independent dealer not dealing exclusively in Zuffenhausen's finest. "In 2017, after a few years spent living in Singapore, where it is prohibitively expensive to own a car, I returned to the UK and decided to buy another Boxster. This time, I visited the showroom at Porsche Centre West London. The sales representative reasoned my love of drop-tops might encourage excitement at the availability of a second-generation 997 Carrera Cabriolet he'd taken in part-exchange against a new 911. The 997 was priced beyond the budget I'd allocated, but I decided to take the car for a test drive, if for nothing more than to evaluate the differences or, indeed, the similarities between a base-model 911 Carrera Cabriolet and a top-drawer Boxster of the same vintage."

The drive provided plenty of food for thought. "I was blown away," Deborah gasps. "I was amazed at how much extra power the 911 offered. The increase in torque was felt the moment I pulled away, primarily the result of larger engine displacement over that of the Boxster. Darting around in the 997, roof down, I was smitten. This didn't change the fact the car was over budget, though."

Not wishing to make a rash decision while she was reeling with excitement, Deborah said she'd sleep on the idea of

Above and below Deborah bought her 911 from Porsche Centre West London following time in charge of Boxsters

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dismissing her Boxster plans in favour of 911 ownership. The next day, she received a call from the Centre's sales manager. "Did you dream about this 997?" he asked. "I dreamed it was ten grand cheaper," came the reply. A deal, however, was on offer. In truth, the car was older than the Centre Principal wanted to exhibit in his showroom. Offering Deborah a deal she couldn't refuse was in the interests of all concerned. Needless to say, she signed on the dotted line a short while later.

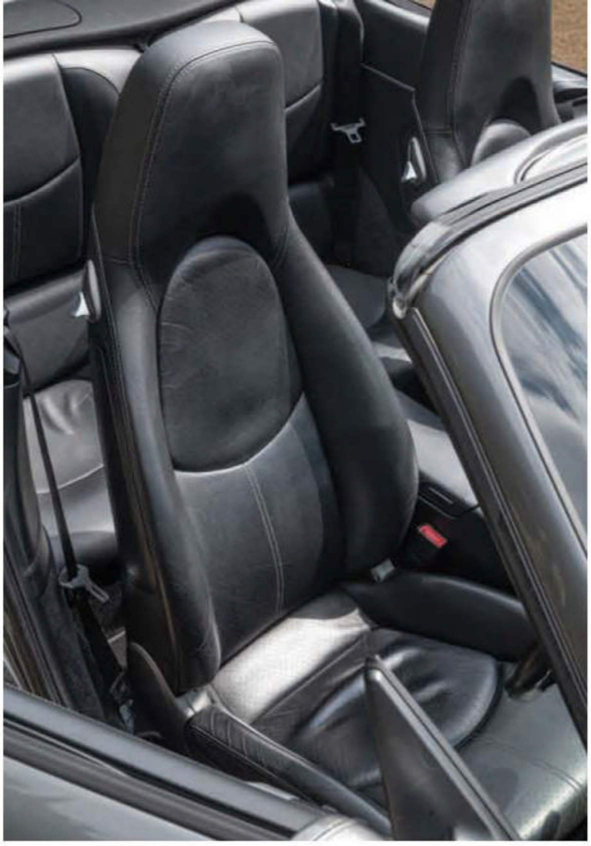
UNDER WRAPS

"Buying from a Porsche Centre was a lovely experience. Quite unlike any of my Boxster buys, the 911 was wrapped in a special soft-touch reveal cover, which was pulled away to reveal the car on my arrival. Despite this 911 not making it to the Centre's showroom beforehand, the way I was treated on the day of collection was as if I'd bought a brand-new Porsche. Every effort was made to promote a sense of occasion. I was even provided with a video documenting the reveal."

And what of living with the car? "I'm in the business of marketing and design. Naturally, I love the look of this 911, but I'm also enamoured with how superbly engineered it is," she says, now with the best part of a decade's ownership under her belt. "Servicing and maintenance isn't particularly expensive, even from a Porsche Centre, where this Carrera has been cared for most of its life. Costs are even more agreeable if you delve into the network of independent marque specialists."

She speaks from experience — her stunning 997 is now looked after by Canterbury-based Porsche sales and repair indie, Goss Hall Werks (visit *gosshallwerks.co.uk*), a business not many north of London will have heard of, but one boasting a strong client base of enthusiast owners in and around Kent, where Deborah now lives. Hold on, though. This is a 997, right? Surely, if forum posts are to be believed, the flat-sixes powering this range of Carreras are little more than ticking timebombs? Horror stories about intermediate shaft (IMS) bearing failure, bore score and leaky rear main seals abound. Well, no. You see, aside from the fact failure rates on the M96/M97 boxers powering 996 and first-generation 997 Carreras — as well as early Boxsters — are

Above and below The 997 was produced before 911s substantially bloated, making it perfectly sized for most roads



Right PCCM Plus is not yet available for the second-generation 997, hence the appointment of a Pioneer head unit

wildly exaggerated, Deborah's car is a second-generation 997, meaning it gets a completely different flattie, taking the form of the 9A1 direct injection engine, meaning no IMS to keep you awake at night.

Those of you scanning classifieds will note the big leap in price between a first-generation 997 and its immediate successor, identified at a glance by its updated rear lights and revised front indicator units. This jump in numbers has been informed by perceived wisdom the 9A1 engine is bulletproof, the rationale for extra spend amounting to peace of mind and trouble-free motoring. Ignoring the fact preventative measures can be taken to ensure IMS problems aren't experienced on M96/M97 engines — and notwithstanding the fact M96 engines from engine number 69507476 and M97s from 68509791 (check your car's V5) were equipped with a bigger bearing proving faultless, thereby negating the need to buy a later 911 commanding more cash — the 9A1 is fast approaching its twentieth anniversary, meaning enough time has passed since these engines were new to detect trends and to say with a degree of confidence whether the design really is infallible. The gathered data isn't exactly what you'd describe as straightforward.

THE 'STRETCHING' PHENOMENON HAS THE EFFECT OF THE BOTTOM OF THE BORE BEING SMALLER AFTER COOLING THAN THE SIZE AT WHICH IT STARTED

For the M96/M97, Porsche made the decision to switch from hard-iron coated pistons to plastic-coated parts, which is the primary reason for bore scoring in the original Lokasil cylinders. We've documented this fault many times, suffice to say it's beyond the scope of this article and, frankly, you're probably sick of hearing about it. For the arrival of the second-generation 997 and its 987 Boxster/Cayman counterparts, however, introduction of the direct injection 9A1 flat-six heralded a return to use of Alusil block material, as successfully adopted with iron-coated pistons for production of the 944 and 968, recognised for their

rock-solid M44 inline-fours. As far as the general public was concerned, bore score inside a 997 engine was now a thing of the past. Was it, though? After all, Porsche had matched Alusil with plastic-coated pistons.

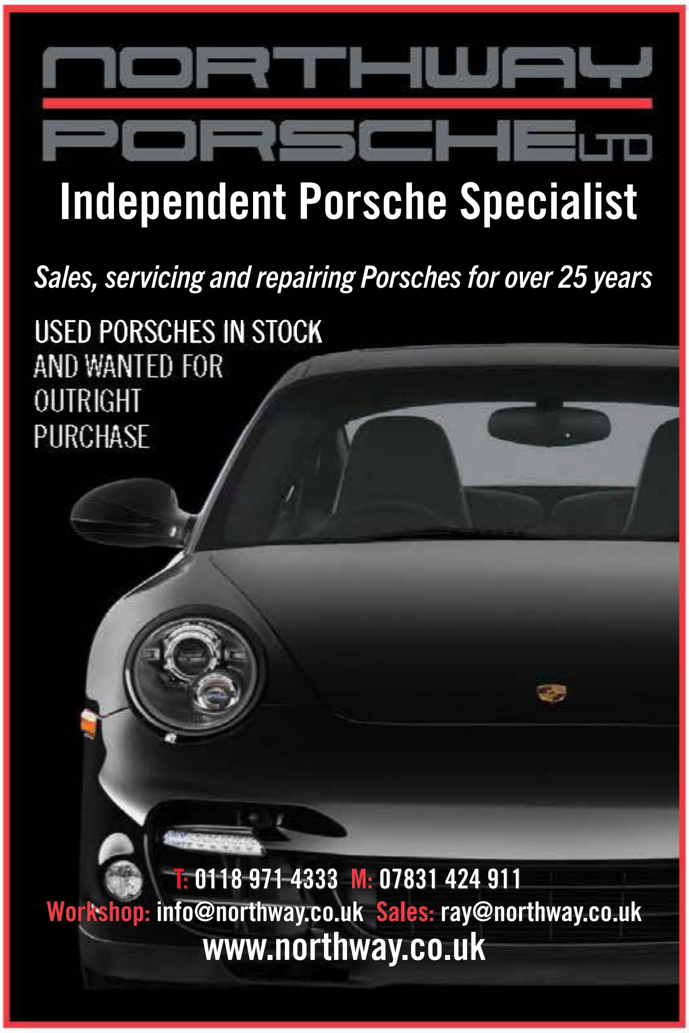
STUMBLING BLOCK

"Initially, and possibly because the engine blocks became closed-deck to support bore ovality, 9A1s seemed to be lasting much longer than the M96 and M97," recalls Baz Hart, founder of Bolton-based engine remanufacturing firm, Hartech (visit *hartech.org*). "We were bombed-out repairing these earlier water-cooled flat-sixes, meaning we largely ignored the 9A1 until we found ourselves being contacted by a notable number of customers complaining about second-generation 997s with seized engines. It's important to note, these units weren't suffering bore score, which is what many owners had assumed was at least the catalyst for their problems. Looking at the tally of disgruntled owners making contact, we reasoned the number of 9A1s in need of remanufacturing would be significantly lower than the volume of M96s and M97s suffering failure, but recognised there would eventually be widespread need to repair the newer units, which were introduced around 2009. Having successfully replaced M96 and M97 bores with our bespoke liners, and with our oversized engines proving more economical than the standard Porsche engines, we decided to begin a research and development programme focused on capacity conversions for the 9A1."

Why, though, is the 9A1 prone to seizing? "The block starts to shrink," Baz explains. "The cylinders of M96 and M97 flat-sixes are held in place at their middle. This gives them a degree of flexibility. The 9A1, meanwhile, is a closed-deck design. At the bottom of the bore is an area of casting where the main bearings sit. This casting takes a while to warm up, even when coolant and oil is piping hot. In other words, the lower part of the 9A1 isn't always as hot as the upper part of the engine. This difference in thermal expansion means the bottom of the bore is effectively being stretched by the top."

Above Unlike earlier 911 Cabriolets, the retractable roof does not interfere with the basic 911 silhouette

Below 3.6-litre 9A1 has plenty of poke and has covered relatively low mileage



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Providing the engine is being used sensibly for a meaningful amount of time, the temperature at the bottom of the engine will eventually match that above, but at a microscopic level, the 'stretching' phenomenon Baz describes has the effect of the bottom of the bore being smaller after cooling than the size at which it started. Effectively, the bore is closing in on the piston. This change is encouraged by less than sympathetic driving — hammering a 9A1-powered Porsche from cold, for example, where the bottom of the engine has no chance of catching up with a rapidly toasty top end. The result is a piston bigger in diameter than the bore, hence a seized engine.

"The symptoms look very similar to bore score," Baz reasons, highlighting how easy it is to misdiagnose the problem. "Don't get me wrong, the 9A1 is a fabulous engine, and it's important to recognise failure rate is low. For a handful of these engines to start registering failure at this late stage is pretty good going, all told."

I've known about Hartech's 9A1 engine development programme for some time and have published reviews of the firm's test vehicles, including a long-stroke 4.2-litre variant. "The first-generation M96 engines are five-chain units with only two-position variable inlet timing to improve performance," Baz confirms. "Engines powering the first-generation 997 and its Boxster and Cayman siblings feature infinitely variable inlet camshaft variable timing and valve lift, with two cam lobes per valve set at different cam timings. These engines are much more efficient than their predecessors, which is why we took the decision to develop them into 3.9-litre units and, more recently, 4.1-litre engines, which are even better. For several years, we have been working on increasing thermal efficiency by raising compression ratio, which feeds into our Eco-Power development programme, essentially a way of Hartech remanufacturing flat-sixes and delivering engines with better performance and drivability, whilst significantly reducing emissions, something of paramount importance for the future survival of the internal combustion engine, not to mention the

Above Get hold of a 997 Cabriolet while warm weather is here and maximise the amount of seat time you'll be able to enjoy with the car's roof down

Top Like Tiptronic S before it, PDK in this guise presents shift buttons on the steering wheel

Above Second-gen 997s can be instantly identified by their rear lights, which differ from those of the original 997

health of the global population. We decided to bite the bullet and build a long-stroke 4.2-litre 9A1 utilising a 3.6 crank. We also built a short-stroke four-litre 9A1 retaining the 3.8-litre engine's crank." Both engines feature direct-plated blocks with 104mm bores running Capricorn pistons manufactured to Formula One standards. Both boxers started out as 3.8-litre units and therefore make use of 3.8 heads.

A HEAD UNIT PROVIDING SMARTPHONE CONNECTIVITY VIA BLUETOOTH, THEREBY ENABLING USE OF APPLE CARPLAY AND ANDROID AUTO

"The short-stroke four-litre unit turned out to be far more lively than the long-stroke four-litre 9A1 we built to begin with," Baz says. "In truth, the short-stroke four-litre engine is almost as powerful and as fast as the 4.2-litre unit. It also delivers exceptionally good mid-range torque." The 4.2-litre 997, however, pulls hard and is very fast indeed. Both engines are extremely flexible and exceed 100bhp per litre (the 4.2, for example, is chucking out a useful 426bhp), and though the short-stroke four-litre is the sweet spot of the three oversized 9A1s we've described here, we suspect the additional 200cc will prove popular with many owners, not only because of the tangible difference it makes to engine output, but also because of its promise of affording owners one-upmanship in bragging stakes.

And not without merit — torque from the 4.2 is, in fact, fifteen percent greater than that of a same-age GT3, but reaches this point sixty-six percent lower in the rev band, making for more effective on-road gearing and a more pleasurable drive in normal operating environments. This shouldn't come as a surprise — we've lost track of the number of 997 owners who have told us their Hartech-powered cars often out-accelerate the GT Porsches they come up against at home and abroad. The reason for mentioning all this is to give a more balanced view of how the land lies than you'll likely read online. Baz's input also serves to demonstrate how the 9A1 engine can be remanufactured to much higher standards and with increased performance and economy than when it was new, meaning if you do find yourself stuck with a lemon, there is a positive response in the form of a choice of proven remanufacturing options, whether resulting in standard or increased capacity. By the same token, a second-generation 997 being advertised at low cost due to a seized 9A1 might make for a sound investment if you can afford to be without the car while it is in the custody of Baz and his team of engineers for repair.

And what of the entry-level specification of the 911 you see on these pages? "The 3.6-litre second-

generation 997 Carrera is a high-performing sports car," Deborah assures us. "I didn't feel the need to pass on this 911 and start looking for a Carrera S, despite the increase in power and torque from the model's 3.8-litre engine. A Carrera really is all the 911 you will ever need for road driving. It's not too flashy, plenty quick enough, looks great, and even in this base-model specification, is streets ahead of the top-tier models from most other manufacturers. Put simply, on today's market, a 911 of this age and matching this specification is a huge amount of car for the money."

SOUND AND VISION

The only modification Deborah has made to the car — which not only received the aforementioned 9A1 flat-six, but also PDK semi-automatic transmission, which was introduced to the second-generation 997 and replaces the comparatively clunky Tiptronic S found in the original 997 — is the installation of a Pioneer touchscreen head unit providing smartphone connectivity via Bluetooth, thereby enabling use of Apple CarPlay and Android Auto. "I was fed up with archaic satellite navigation. Porsche does not yet offer Porsche Classic Communication Management Plus for the second-generation 997, meaning an aftermarket head unit was my only option." Goss Hall Werks took care of the changeover.

"This 911 is a keeper," Deborah smiles, before we head out for a game of cat-and-mouse on the rural roads leading to nearby beaches. "I regularly drive it in and around France, as well as all over the UK. It never fails to put a smile on my face. This Porsche looks and sounds great, it's comfortable, but also quick. Oh, and running costs, including insurance, are very reasonable. What's not to love?"

As we bask in the warmth of blazing sunshine, it's difficult to argue the case against buying a 911 Cabriolet at this time of year. Stress the importance of vehicle identity checks when commissioning an inspection of the car taking your fancy and you should end up with a Porsche providing plenty of smiles to the mile. Now, then, about that ice cream. ●

Above By the time of Deborah's car's turn on assembly lines, Carrera specification was hardly what most people would describe as basic

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SUPER CARRERA

This once derelict 1983 911 SC is now sporting an RS-inspired exterior and is developing close to 275bhp from its freshly tuned three-litre flat-six…

Words **Dan Furr** Photography **Dan Sherwood**

When it comes to hot rods, the mantra ‘less is more’ is often at the forefront of a modifier’s mind. Less weight means more pace. Less spend means more bang for your buck. Less displacement, though? Surely, on the basis of engine size alone, the Carrera 3.2 is a more desirable G-series 911 than the more readily available three-litre 911 SC? This is certainly something you’re likely to consider when weighing up the pros and cons of these cars as candidates for your first Porsche. “Not so,” says Mike Champion, founder of Oxfordshire-based independent classic Porsche specialist, MCE Porsche.

A ‘HOT’ GE60 CAMSHAFT AND A TRICK EXHAUST EXHIBITING MUFFLERS IN THE STYLE OF 1980s ANSA FERRARI SPORT PIPEWORK JOINED THE PARTY

“The Carrera 3.2 is heavier than the SC,” he explains. “When people decide they want to get hold of an air-cooled 911 and turn it into a hot rod, one of the first things they think about is ditching weight from the car. A hot rod has no need for electrically adjustable mirrors, power seats, electric windows, heated windscreen and the other raft of comfort equipment we commonly associate with the Carrera 3.2. It’s also worth remembering this stuff comes accompanied by heavy wiring. Rather than shell out your hard-earned cash on a Carrera 3.2, it’s better to save money by getting hold of a comparatively cheap SC as the starting point for a hot rod project, thereby giving you a 911 already free of many supplementary toys and their associated weight.” You’ll also be freeing up funds to spend on the build.

What about the loss of engine capacity? “Hot rod engines are traditionally short-stroke,” Mike continues. “You’re better off taking the SC’s three-litre flat-six and equipping it with Carrera 3.2 barrels and pistons, resulting in a more free-revving engine than the 3.2-litre powerplant in standard trim, which makes use of a heavier crankshaft and is designed to deliver increased torque at lower revs.” Add a few choice upgrades, such as the PMO carburettors, venturis and the punchy exhaust system seen at the rear of our 911 SC feature car, and you’re well on your way to 275bhp. But wait! We’re getting ahead of ourselves. Before we delve into what makes this twin-tone coupe so special, let’s remind ourselves of the 911 SC’s colourful history.

Upon release, the SC’s main job was to broaden the 911’s appeal. It usurped both 2.7-litre and three-litre Carrera versions of the 911 to become the only normally aspirated 911 you could buy in dealer showrooms. At the heart of the new Porsche lay a detuned three-litre flat-six. It may have been twenty ponies down on the 200bhp Carrera 3.0, but with new camshafts, a stronger crank and larger main bearings, grunt was more accessible lower down the rev range. And, thanks to the introduction of an eleven-blade fan, the new 911 was quieter, too.

A pollution-reducing air pump made the 1,160kg SC cleaner than its predecessor. Changes less pronounced concerned the car’s bodywork — at first glance, unaltered ‘impact bumper’ looks made the new arrival virtually indistinguishable from the outgoing Carrera 3.0. Initially, the motoring press wasn’t entirely won over, but sports car enthusiasts lucky enough to spend meaningful time behind the wheel of the SC were encouraged by the peachy, free-revving engine and the sprint from rest to 60mph taking just 6.5 seconds. Before long, buyers were turning slow sales into busy dealer showroom activity.

Bosch K-Jetronic Continuous Injection System (CIS) fuel injection and a more reliable aluminium crankcase proved to be popular technical highlights. It’s also interesting to note the SC was the first 911 with a brake servo. Cog-shifting enthusiasts delighted in five-speed manual Type 915 gearboxes, while lazier drivers could try their hand at mastering Porsche’s then ridiculed (but now respected) Sportomatic transmission.

ROT AND ROLL

Importantly, SC bodies were galvanised, promoting the idea of a Porsche not only being dependable, but a car capable of lasting a long time. Around eleven thousand examples were sold in 1979, at which point the model took on more of the earlier Carrera’s visual cues, most notably when headlamp surrounds were painted body colour and the remaining brightwork was anodised black. The 911 SC Targa’s Nirosta steel rollover hoop also gained a black coating, while a small-but-significant hike in horsepower delivered a claimed 188bhp.

As a response to the second global oil crisis in less than a decade, the

Facing page
Mike confirms the finished restomod tips scales at 150 kilos less than a standard 911 SC

Above Following many years spent languishing in its owner's garage, this 275bhp 911 SC hot rod is fighting fit

updated SC featured optimised ignition timing to cure what some considered to be a drinking problem. Sadly, as was the case with many Porsche products, SCs destined for North America missed out on the slight bump in bhp. In 1980, the SC was dropped from the US market altogether, leaving the $32,050 Weissach Edition to fill the gap. Fortunately, *Autoweek* magazine was impressed. "The Weissach Edition coupe is a hot car. It goes like hell, stops just as quickly and can turn on you as unpredictably as a rattlesnake!"

Porsche boss, Ernst Fuhrmann, envisaged the death of the 911 ahead of the 944's launch in time for the 1982 model year, but his plans were binned — as was Fuhrmann himself — with the arrival of new Porsche President and CEO, Peter Schutz, who was more than happy to plan 911 production long into the future. What better way to celebrate this reprieve than another boost in bhp?! SCs for 1981 saw their output increased to a Carrera-eclipsing 204bhp, with 197lb-ft torque developed at 4,300rpm. Top speed rose to 146mph, but thanks to a change in compression ratio to 9.8:1 and a necessary switch to 98-octane fuel, the SC needed a stiffer drink. While official factory performance figures remained conservative, UK motoring magazines reported the 60mph dash to be achievable from rest in a scant 5.7 seconds, precisely as long as it takes the much newer 986 Boxster S to cover the same ground.

Side repeaters on the front wings provided a visual clue to the new, more powerful SC, a machine put through its paces by two-time World Rally Championship victor, Walter Röhrl, and his co-driver, Christian Geistdörfer, during the 1981 San Remo Rally. Sadly, a broken driveshaft forced retirement.

The SC received few changes in readiness for the 1982 model year, although the alterations were clear to see. Black-centred Fuchs with polished rims were made standard, Turbo-look body styling gave the SC the air of its forced-fed sibling, while two-hundred special editions (seventy of them Targas) named after Ferry Porsche arrived to celebrate the fiftieth anniversary of his founding of the Porsche Design Company. Demure on the outside, the Meteor Grey exterior revealed a more startling burgundy leather interior, complete with Ferry's signature stitched into the head rests. The famous Flachbau (slant nose) debuted in SC form around the same time.

The 911 SC Cabriolet — the first Porsche Cabriolet since the drop-top 356 —was revealed at the Geneva Motor Show in 1981. There's no denying how rare the 911 SC Cabriolet is today, but the scarcest of SCs is a steel-bodied factory Flachbau. Rarer than the Martini-striped Grand Prix White SC or the Fuchs-rimmed, Bilstein-shocked, spoiler-equipped, UK-only SC Sport, slant-nosed cars were supremely expensive and hand-built for high-worth Porsche clientele

A PART-BUILT ENGINE AND THE TRANSMISSION HAD BEEN INSTALLED BECAUSE SIMON DIDN'T HAVE THE ROOM TO STORE THEM SEPARATELY

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Equipped with a 915 5-speed manual transmission, Flat 6 Cylinder 2.4-liter engine, sunroof, four-wheel disc brakes and 15-inch Fuchs-style wheels. If you're in the market for a classic car that combines timeless style, optimal performance, and great craftsmanship, consider this highly desirable Long-hood 911 that is mechanically sound.

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1968 912 Soft Window Targa #14834

This classic air-cooled Porsche comes with an owner's manual and receipt copies totaling more than $23,000, documenting extensive service work, including a crucial engine overhaul completed in 2021. Do not miss your chance to own a piece of automotive history with this 912 Soft Window Targa that is mechanically sound.

For $79,950

1975 911 Carrera Sunroof Coupe #18161

An extremely original air-cooled Coupe which is featured with matching numbers and 61,825 miles on the odometer. With only 395 examples ever made, this particular 911 is #287, making it a highly sought-after collector's item. Don't miss out onthe opportunity to own a piece of Porsche's storied legacy that is mechanically sound.

For $146,500

1995 Porsche 993 Cabriolet #18748

Introducing this low-mileage Cabriolet that is featured with a mere 26,046 miles showing on the odometer. Finished in its factory color Guards Red complemented with a black interior it has service receipts that total up to $9,739.51 dating between October 2006 through May 2024. Look no further than this 993 that is mechanically sound.

For $89,950

1986 Carrera Super Sport Cab Turbo-Look M491 #17610

This rare "Turbo-look" Right-Hand-Drive is featured with matching numbers and only 28,400 miles on the odometer. This Porsche Super Sport Cabriolet M491 is only 26 ever produced. An excellent opportunity to acquire an exclusive Cabriolet that is mechanically sound.

For $119,950

1998 Porsche 993 Carrera 4S #18380

Featured with 70,974 miles on the odometer and finished in factory color Ocean Blue Metallic with a grey interior and 3.6-liter 6-cylinder engine. This air cooled Porsche whose value will continue to appreciate in value over time is mechanically sound.

For $149,950

1983 Porsche 911SC Coupe #18669

Presented with matching numbers and is fresh out of the dry state of New Mexico and finished in a slate blue metallic exterior color. Powered by a 3.0-liter 6-cylinder engine it is paired with a 915 5-speed manual transaxle. Look no further than this 911SC that is mechanically sound.

For $69,950

1993 Porsche 928GTS 5-Speed #16157

Finished in its factory color of Slate Grey Metallic, this is 1 of only 54 examples ever produced for the US market. This is an extremely rare opportunity to be a part of a select few to acquire a limited edition 928GTS 5-Speed that is mechanically sound.

For $86,500

1995 993 Cabriolet 6-Speed #18781

Featured with 65,829 miles on the odometer. If you're in the market for a classic Porsche that combines timeless design and optimal performance, look no further than this 993 Cabriolet which is mechanically sound.

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1976 911S Sunroof Delete Coupe #18133

Finished in its exquisite factory color Peru Red with red interior. Equipped with a 5-speed manual transmission and a 2.7-liter air-cooled flat-six engine. This 911S is the perfect air cooled choice and is mechanically sound.

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1989 Porsche 930 Coupe #14613

One of only 639 examples that reached U.S. shores. This splendid example is from the last year of production in 1989, and is truly an iconic supercar. An amazing and beautiful air-cooled sports supercar which is mechanically sound.

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team stationed in Porsche's celebrated Sonderwunsch (Special Wishes) department.

By the end of production in 1983, a shade under fifty-eight thousand 911 SCs had rolled out of Zuffenhausen. Such relatively high-volume production brought with it a perceived lack of exclusivity, meaning the cost of 911 SC ownership today is attractive, certainly when compared to the price of acquiring a less numerous 911 or, indeed, the more refined Carrera 3.2. "The SC has all the basic architecture you want for build of a 911 hot rod," Mike smiles. "Crucially, it's also free of many things you won't want for a project like this."

RED REDEMPTION

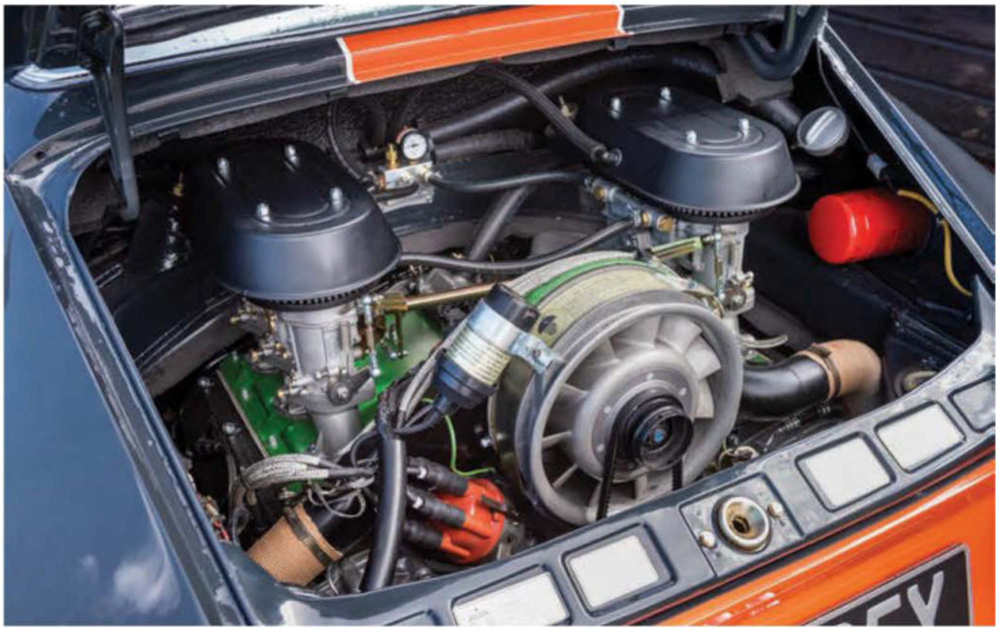
The distinctively styled SC you see on these pages rolled off the Porsche assembly line in 1983. Its owner, Simon Barker, acquired the car almost two decades ago. Back then, it was still exhibiting its factory-issue Guards Red paintwork, but the car was incomplete, missing many of its vital organs. Simon was also the owner of a 1975 Carrera 2.7 in a similar state. "His plan," Mike reveals, "was to combine the two cars into one, using the newer SC chassis and picking the best bits from both 911s. He also decided to introduce elements echoing the aesthetic of the Carrera RS 2.7." That'll explain the fibreglass front end and ducktail, then.

The car arrived at MCE early in 2022. "Simon was working out of a single garage," Mike tells us. "The Slate Grey paintwork, including the Gulf orange detailing and the white pinstripes, had been done to a very high standard by a third-party body shop, but the rest of the car was left wanting." A part-built 1979 SC engine and the Carrera 2.7's magnesium-cased 915 transmission, for example, had been installed, not because they were operational, but simply because Simon didn't have the room to store them separately from the car. "He struggled with limited space and the availability of time to take of the work, which is why I was called upon to put the car together for him."

When Mike first laid eyes on the car in Simon's garage, the Porsche's front end was pointing up to the heavens and its back end was resting on its bump stops. How things have changed. The flat-six and gearbox were swiftly removed and installed on workstands in the MCE workshop, where Mike proceeded to strip and rebuild both units, installing Carrera 3.2 barrels and pistons in the process. The CIS fuel system was ditched, making way for forty-six-millimetre PMO carburettors, while a 'hot' GE60 camshaft and a trick exhaust exhibiting mufflers in the style of

Above Gulf-inspired orange accent and white pinstriping was painted over Slate Grey, replacing a tired lick of Guards Red

Below Mike stripped and rebuilt the flat-six and gearbox, as well as the braking and suspension systems, bringing the car back to life



Above and below Interior features all the essentials for blasts of Simon's favourite backroads, but retains comfort

1980s ANSA Ferrari sport pipework joined the party. "It's a great system," Mike smiles. "It features multiple small-diameter pipes and small expansion volume, not too silenced. The resultant throaty roar sounds absolutely epic high in the rev range, but not too noisy on idle. There's no low bass frequency when you're sitting in traffic, for example. At high revs, though, when combined with the effect of the GE60 camshaft's encouragement of intake and exhaust valve overlap, plus the tuned primary manifolds and a shot of induction noise, the noise is simply supersonic."

Revs are limited at 7,200rpm to preserve the health of the engine for the long term — the lack of lightweight valvetrain means Mike can't warrant going any higher. At the time of writing, Simon's SC hadn't visited a rolling road, but Mike is confident output is knocking on the door of 275bhp, based on his evaluation of the car's performance and his experience building similarly configured air-cooled flat-sixes stamping this figure on dyno printouts. "The RSR engines I build feature slightly hotter cams and reach 300bhp, but on the road, the power of Simon's 911 is perfectly adequate, especially considering the engine is propelling such a light body." There are further improvements to be made to the top end, though — Mike alludes to extending venturis as a next step.

MIKE HAS BEEN SYMPATHETIC TO SIMON'S INTENTION TO USE THIS RESURRECTED SC AS A FAST-ROAD CAR

UPM/RPM
×1000
VDO
MPH

The ride has been vastly improved by the appointment of Bilstein clubsport-oriented dampers, delivering a more progressive damping rate than street-spec shocks and ideally suited to the drop in ride height Mike has introduced to the car. Along with MCE's in-house chassis tuning and alignment, these brilliant 'Billies' contribute to a firmer, tauter ride, aided by a super-stiff rear anti-roll bar and fat Pirellis wrapped around genuine Fuchs staggered sixteen-inch wheels. All in, it's a bespoke configuration ideally suited to Simon's driving style, how he intends to the use the car and, importantly, reflecting the massive 150 kilograms dropped over the standard SC's kerb weight. Needless to say,

you shouldn't expect the luxury of electrically operated windows if Simon ever offers you a ride.

Speaking of application, Mike has been sympathetic to Simon's intention to use his resurrected SC as a fast-road car, rather than a 911 likely to engage in an attack of the track. For this reason, the standard SC brakes ("perfectly adequate") remain in place, though Mike dismissed the servo. "People will tell you a servo improves braking capability, but what they really mean is a servo affords the driver less effort at the pedal to achieve the same level of stopping power. The brakes themselves are no more effective. It's a matter of personal preference, of course, but deleting the servo provides a more direct connection to what the car is doing when you slow it, reinstating pedal progression and greater control over deceleration." Removing the servo and its supporting equipment gets rid of unwanted weight, too.

In the spirit of a hot rod, the car's cabin is sparse. Mike remade and rerouted the wiring harness, prepared lightweight carpets, RS-style door cards and installed a quintessentially 'classic Porsche' MOMO Prototipo steering wheel, which is perfectly at home with the leather-trimmed sports seats keeping Simon comfortable.

MCE is experienced in all aspects of personalising air-cooled Porsches. In other words, it's unlikely Mike will be fazed by any job he's asked to take care of on an old 911, whether it's mechanical, paint or interior work. Nevertheless, we wanted him to reveal the biggest challenge he faced working on Simon's brilliant 'bitsa'. "To be honest, it was diving into a project half-finished by a third-party," he confirms. "You never really know what you're going to encounter until you're into the journey of discovery, at which point you're faced with taking bits of other people's work and adding your own, combining everything into a cohesive finished car."

In truth, for a Porsche specialist such as MCE, the challenge of taking on an already started project is less about difficulty of the work and more about trying to achieve the original brief, whilst managing customer expectation regarding the potential for extra manhours, which can be necessary when dealing with poorly executed past toil. The consequent impact on restoration or recommissioning budgets is obvious. That said, Mike is adept at involving MCE clients at every stage of a build, an approach enabling them to get to know their car better and encouraging them to feel even more invested in their personal Porsche project. It's one of MCE's calling cards. Proving the point, Simon first got in touch with Mike following recommendation from a mutual acquaintance who had previously instructed MCE to restore their 911. "Need someone to sort your SC? Speak to Mike," came the instruction.

On the road, this sensational SC is every bit as unadulterated as it looks. The soundtrack under load is phenomenal. Moreover, the overall driving experience is best described as 'raw'. Throttle, braking and steering sensitivity is noticeably enhanced, making you feel as though you're travelling at high speed, even when you're sticking to the speed limit. The RS-aping looks are, frankly, an aside. This is a seriously sorted 911 SC — a Super Carrera in more ways than one. Maybe it's time to rethink that Carrera 3.2 purchase when on the lookout for your first Porsche? ●

Above RS-style ducktail sits pretty above ANSA-esque sports exhaust

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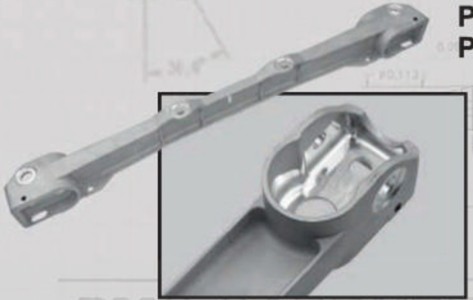

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If your foray into Porsche ownership is with an eye on club-level competition, the 944 Turbo could be just what you're looking for...

Words **Steve Bennett** Photography **Ade Brannan**

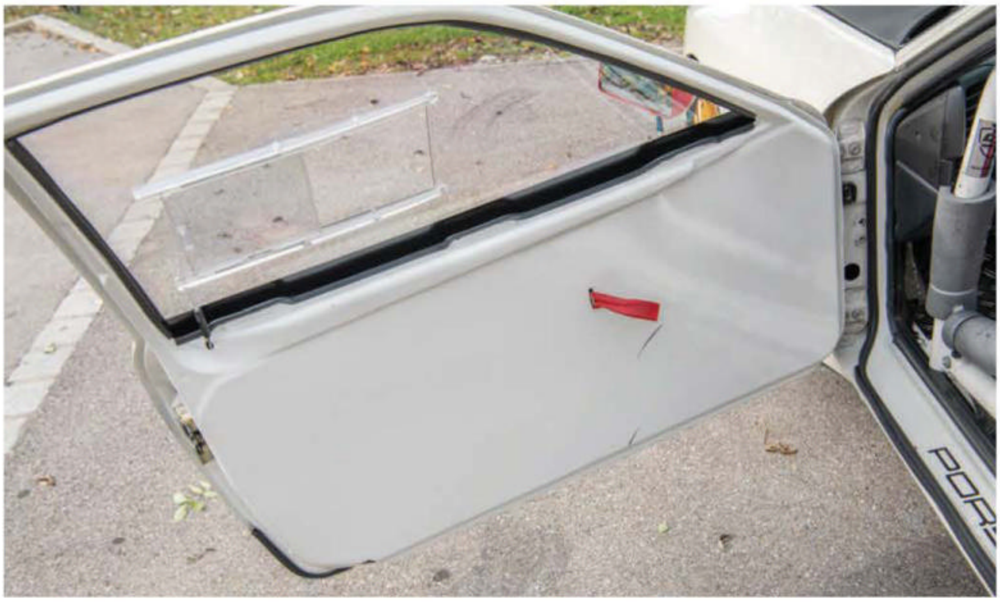
While the 911 is very much at the forefront of this magazine, in its formative years, and covering the *World* part of *911 & Porsche World*, the 944 was a regular editorial fixture. Hardly surprising, given this highlight of the manufacturer's transaxle family of products was very much rolling down the assembly line when *911 & Porsche World* hit newsstands in 1990. Fast forward thirty-five years and you could be forgiven for wondering where all the 944s have gone.

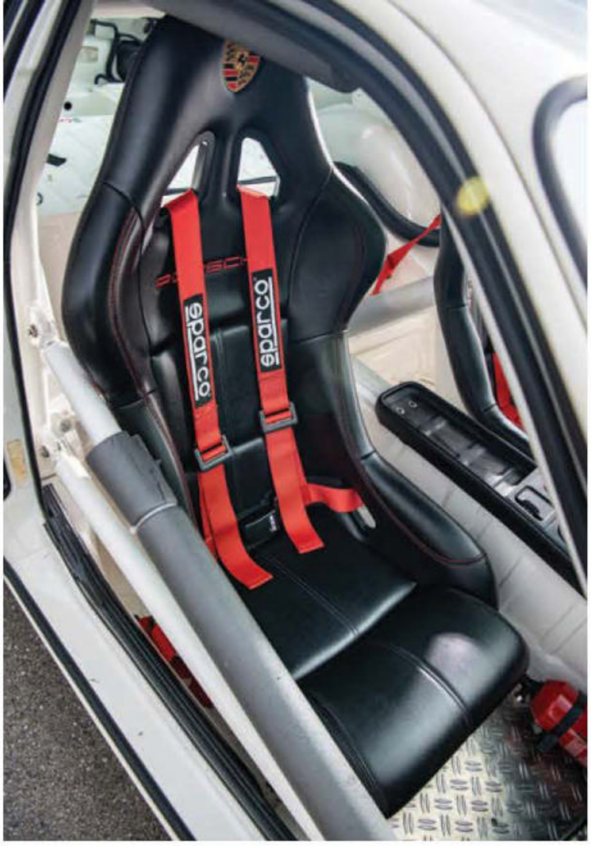
Where indeed? Scribbling this article a day after the Porsches by the Lake shindig in Essex, I'm reminded there was only a handful of 944s at the event. This is a state of affairs reflected at most of today's Porsche shows. I confess, as a 944 superfan and owner of multiple examples (seven, I think) of the breed over the years, I find this situation disappointing, as well as being slightly odd. Then again, look at the facts. Modern water-cooled Porsche sports cars, starting with the Boxster, have been with us for the best part of three decades. Their production volume vastly outstrips the classics. We really are living in a modern Porsche world.

Even so, within the classic Porsche strata, the 944 is in danger of being forgotten and neglected, which is a huge shame. For this issue of *911 & Porsche World*, centred around 'buying your first Porsche', we suggest you think outside the Boxster and consider the 944 as your first foray into Porsche ownership. I did so twenty-five years ago and never looked back, running a 944 as a daily driver right up until 2018. Granted, I owned a series of 944 Lux, but one of the better examples in my keep went on to clock a quarter of a million miles. A quick check of the DVLA's online registration database proves the car is still out there. Keep on rocking! Likewise, my first 944 Lux (a 1986 build in black) is still on the road and now boasts 184,000 miles. I miss this car very much. Put simply, each and every 944 I've owned was a great, remarkably practical and presented a supremely satisfying way to get around.

Why did I sell? My last 944 was too good to subject it to another filthy winter out in the sticks, where it was at the mercy of mud and road salt. I decided to let the car go, allowing it to live a life more in keeping with the classic Porsche it had become. Running a 944 as a daily, though, was never anything other than a deeply enjoyable, system-beating way of

Below Polycarbonate windows and basic door panels help to achieve pleasingly low kerb weight





Above Functional race car office, but with surprisingly fancy race seats

getting around. Would I buy another 944, though? Most certainly, but if I was considering one as very much a second car, I'd probably buy a Turbo. Why? You need to ask?!

Well, before we come to the example demonstrated on the pages before you, I'll let someone else do the talking. A voice from 1985, no less, when the then new 944 Turbo was up against a formidable enemy from within: the Carrera 3.2. These cars offered near identical performance and were priced within a hundred quid of each other. "The verdict? There are many good reasons for buying a Carrera. The timeless shape, the powerful six-cylinder boxer engine, the way the car is put together, the urge to demonstrate you have mastered the monster, not to mention the obvious prestige value. It's tempting. And yet, for effortless driving pleasure and near perfect roadability, take the 944 Turbo. It is the better car."

REGULAR READERS WILL DOUBTLESS HAVE BEEN KEEPING UP WITH REPORTS FROM OUR RECENT TOUR OF EUROPE

Says who? That's the verdict from *Car* magazine's memorable test of the 944 Turbo against the Carrera 3.2, printed in the title's March 1985 issue. The writer, one George Kacher (a motoring journalist who has become something of a household name in his native Germany, such is his long-standing), is still very much at it today, his views carrying the weight of someone who knows his stuff in a world of those who don't.

True, it's a verdict with a number of caveats. Even back in 1985, the 911 was a sports car with near mythical status, revered by its owners, marque enthusiasts and motoring journalists. It was also twenty-two years old (albeit with twenty-two years of development), as well as being quirky and cranky in equal measure, which is, perhaps, why Porsche thought it could launch another 2+2 sports car with near identical performance and a near identical price tag (£25,312). Brand managers reasoned the two cars would attract different buyers. Good old *Car* blew that one out the water — in the

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Above Turbocharged inline-four can trace its roots back to the 24 Hours of Le Mans

days before in-your-face cover lines, *Car* simply put the two Porsches (both Guards Red, pictured in snow) on its cover with the words *Porsche's 153mph 944 Turbo battles its deadliest rival*. Back then, *Car* was the de facto number one motoring comic and didn't need to work too hard to shift 150,000 issues a month.

In the cold light of day, it was hard to argue with Kacher's verdict. Taken in the context of 1985, when the 911 was getting on a bit and really not that much different from its last major makeover in 1974, the 944 was a far more contemporary machine. A Porsche for more modern times. True, it was developed from the 924 (the shunned love child developed at the behest of Volkswagen, but thrown back at Porsche), but it was ninety-five percent Porsche by the time the 944 Turbo was boosted to market.

TOMMY'S TURBO IS ROAD-LEGAL, BUT HE RACES IT IN EVENTS ORGANISED BY PORSCHE CLUB DEUTSCHLAND, NOTABLY CLUB CUP AND CLUB CUP PRO

If you were a Porsche virgin in the mid-1980s, but no stranger to performance cars of the era, and providing you were in the market for a 220(ish)bhp sports car costing approximately twenty-five grand and exhibiting the Stuttgart crest on its bonnet, you could be forgiven for being somewhat perplexed after a back-to-back test drive of the Carrera 3.2 and 944 Turbo. The 911's quirks grow on you, but on first acquaintance, they seem positively weird. Think floor-sprouting, offset pedals requiring your foot to be lifted entirely from the footwell to work the brake and clutch. Think obstructive Type 915 gearbox, unfathomable ventilation and odd handling. In the 911, you work hard and put up with a lot for your reward, which only comes with experience.

The 944 Turbo is comparatively normal, certainly insofar as its basic functions. You get a 'normal' seating position, 'normal' pedal location, a gearshift flicking though the gate in a 'normal' sort of way. It sounds like we're damning with faint praise. We're not. It's just that, well, when compared to a 911, just about every car in 1985 could be considered 'normal', largely because they couldn't trace their ancestry back to a kind of Volkswagen kit car, which started off as being mid-engined, and then became rear-engined to allow a 2+2 configuration. A simplistic take on proceedings, perhaps, but it's true.

What wasn't so 'normal' about the 944 Turbo was, and is, its dynamics. It features one of the first truly effective turbocharger installations for a production car, drawing on all its maker's experience in the field of forced induction, not least in the realm of motorsport, where derivatives of the 911 Turbo and 924 Turbo proved themselves a forced to be reckoned with. Thanks to the engine being at the front and transaxle at the rear, the 944 Turbo's handing is inspirational, too. Combine this with the aforementioned turbocharger functionality, and you have a sports car with huge (but accessible) performance. And, of course, *Turbo* was the nameplate. In the era of excess, this was a word fully resonating with the public, even when applied to a vacuum cleaner or aftershave.

In 1985, most 911s and 944 Turbos were bought to be used as everyday

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Above Lang Jr joins Tommy on dual-driver endurance racing events

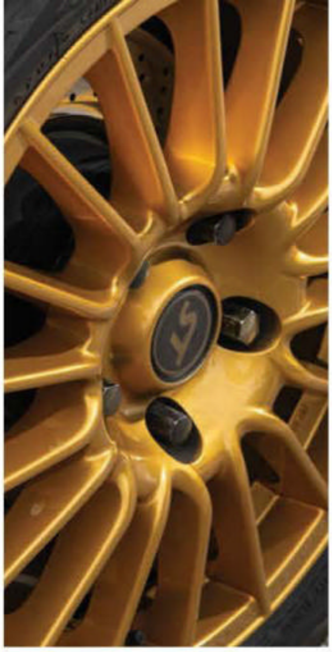
transport. Most contemporary road tests reflected as much. Kacher and *Car* magazine's test certainly did so. Today, the motivation for buying either car is very, very different. And while they might have been rivals in 1985 and beyond, when it comes to buying your first Porsche, they aren't really challenging one another. Put it this way, if you're in the market for a 944 Turbo, then it's likely it's because the air-cooled 911 vessel has sailed. So, then, all hail the 944 Turbo. It remains affordable and, possibly, the only Porsche at a certain price point outside of buying a much more modern P-car. Oh, and objectively, it's better than a contemporary 911. And because the 944 Turbo happens to be modestly priced, folk aren't quite so precious about them, meaning they're a great platform for personalisation, with extra power just a boost tweak away. To get 300bhp out of a Carrera 3.2 would require a capacity boost to 3.4 litres and a set of throttle bodies, most likely. Not so a 944 Turbo.

Porsche underlined all this at Le Mans with the 924 Carrera GT and GTR, followed by the 944 Turbo test bed, taking the shape of a modified 924 Carrera GTP. It was a development mule because it ran the first 2.5-litre prototype of the 944 Turbo engine, delivering up to 420bhp. Not bad, although its sixteen-valve head became an eight-valver for the eventual 944 Turbo production car, even if it went on to feature as a plus point of the 944 S and 944 S2. The 928-derived bottom-end, however, was pretty much the same when going from race to road.

At Le Mans, Jürgen Barth and Walter Röhrl propelled the wide-arched, be-winged Porsche from a lowly forty-third on the grid to seventh overall at the flag. Potential proven, but it would be three years from launch of the normally aspirated 944 until the Turbo landed in dealer showrooms. To keep the model on track, Porsche created the 944 Turbo Cup, a successful one-make series serving as forerunner to the enduring Carrera Cup.

All this neatly brings us to Augsburg and Tommy Lang's 944 Turbo road racer. Regular readers will doubtless have been keeping up with reports from our recent tour of Europe, which saw

Porsche Club Deutschland
turbo



944
A TL 1944H

Castrol EDGE

944
SANDTLER

Above Tommy has adopted an approach of lightweighting, including the appointment of a carbon-fibre bonnet

us spend time in this historic German town, just outside Munich. We've been royally looked after by the local Porsche contingent, who wheeled out a selection of stunning cars for our perusal. After sampling Tommy's 993, we've been saving his 944 Turbo for this very issue of the world's best-selling independent monthly Porsche magazine. You see, this particular Turbo perfectly illustrates the potential of the platform. You probably wouldn't alter a 911 of a similar vintage in the same way, but the 944 Turbo is fair game and the cost of updating the model is minimal, relatively speaking.

Let's dive in. Road racer? Yes, exactly this — Tommy's Turbo is road-legal, but he races it in events organised by Porsche Club Deutschland, notably Porsche Club Cup and Club Cup Pro. He does so in a class catering for cars older than twenty years. This puts his 944 up against much newer Zuffenhausen metal, not that this is an issue for, well, any 944, really, such is the model's chassis capability. He's modest about his abilities and those of his car, but he wins races. It's a family affair — he and his son team together for double-driver endurance events.

THERE'S NOTHING THIS CAR'S OWNER HAS DONE THAT ISN'T TRANSFERRABLE TO A MORE ROAD-BIASED 944 TURBO

Tommy is a master mechanic by trade, meaning building his 944 Turbo racer between 2017 and 2018 wasn't too much of a challenge. He was helped by the fact he started with a solid car. This is another advantage of owning a Porsche of this type — sills aside, a 944 is less likely to rot than a same-age 911. The work involved in transforming the car on these pages into a race winner might not have presented Tommy with too much of a trial, but it was nonetheless a satisfying project.

He's taken inspiration from factory 924 race cars, adding a lightweight front-end by swapping pop-up headlamps for fixed Perspex covers and a badge panel with intake vents. The black bonnet is full carbon-fibre, while the front wings are manufactured from fibreglass. Likewise, the rear apron. On this note, if you're keen to replicate the look, a variety of 924 Carrera GT/GTR/GTP composite body panels suitable for both the 924 and 944 can be ordered direct from the team at Club Autosport (visit *clubautosport.co.uk*), with similar componentry available from GT Racing (point your browser at *gt-racing.com*).

The side windows and the rear wraparound screen on Tommy's Turbo are constructed from lightweight polycarbonate — anyone familiar with Porsche's transaxle cars will know the standard rear glass is heavy. Stripping the interior is a no-brainer, although the seats on display here are surprisingly plush. They're fixed-back Mirco GTs

trimmed in leather with red double stitching, as well as a stitched Porsche crest and script. Sparco four-point harnesses keep Tommy and his son strapped in. Lang the Elder installed the roll cage after picking it up second-hand and paired the safety belts with a Sparco steering wheel. Racetech gauges and various parts from RennsportShop round out the changes.

TOWER OF POWER

The 944 Turbo's engine started with 220bhp and finished with 250bhp in its latter years. It will, of course, handle much more power, the bottom-end being good for well over 400bhp. Tommy has rebuilt and upgraded this particular inline-four. The work involved gas-flowing the eight-valve cylinder head and fitting an uprated camshaft to allow more air to be pumped in and exhaled from the uprated turbocharger, which, with other modifications taken into consideration, contributes to output in the region of 320bhp. That's more than enough in a car now weighing a scant 1,100kg.

Extra grip comes via sticky Toyo R888 tyres wrapped around gold ST alloy wheels, which conceal 993 Turbo 'Big Red' calipers and matching discs for swift stopping power. Keeping the show planted and on the road, Tommy has installed KW Variant 3 coilovers front and rear, bypassing the standard torsion bars. Further stiffness is provided by a Wiechers front strut brace, available from independent Porsche parts retailer, Design 911 (*design911.co.uk*).

This Porsche is clearly a long way from standard specification, but there's nothing its owner has done that isn't transferrable to a more road-biased 944 Turbo. In factory trim, the model is satisfyingly fast, if a little soft in throttle response, typical of turbocharged cars of the era. What grabs the attention is not so much the power, but the torque, a whacking 258lb-ft at 4,000rpm, romping on to an effortless 160mph. Electronic boost control and wastegate upgrades can take power to almost any figure you fancy, and while Tommy took care of his own build, there are experts in tuning the 944 Turbo only too happy to oblige. Augment Automotive (*augmentautomotive.co.uk*) in the UK and Lindsey Racing (*lindseyracing.com*) in the US immediately spring to mind when thinking of companies capable of sharpening the Turbo's responsiveness in the interests of delivering a more modern driving experience.

Porsche will always be best-known for its dogged rear-engined doctrine, closely followed by that of the company's mid-engined mantra, but the 944 (and the brand's transaxle line-up in general) was the firm's first major take on a front-engined sports car. Typically, the Stuttgart squad went about things very differently.

Tempted? I certainly am. Prices are remarkably keen, with only the very best 944s out of reach. Thankfully, there are plenty in the price bracket of an early Boxster. Go on, do things differently. It's your first Porsche, after all. ●

Above A fabulous sports car in standard trim, the 944 Turbo can be tuned to big power

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YOUR FIRST PORSCHE

FIFTEEN TO ONE

In this article, we offer fifteen essential checks for first-time buyers on the Porsche scene, although the information we've compiled can be put to use no matter how far along you happen to be in your P-car ownership journey. Good luck and happy hunting...

Words **Thomas Schenck, Dan Furr, Robert Smith**
Photography **Ade Brannan, Rich Pearce, Dan Sherwood, Matt Woods**

Above Talk to owners about their experiences and the cars they recommend fresh buyers look for

1. SET A BUDGET

We say this more for the sake of clarity than anything else, because it's almost a given. It is, however, the basic starting point in your journey to Porsche ownership, which is why it's important to mention. If you're buying a Porsche, you most likely have an idea of the budget you're able to allocate securing the car. This is important, not only in ensuring you keep spend in check, but also to narrow down the vehicles available to you within your given price bracket — there's little point spending time imagining what it will be like to own a 991 GT2 RS if your available funds will only stretch to a 924.

Be realistic, not only with the purchase price you can stretch to, but also the money you have at your disposal to take care of any jobs requiring immediate attention. If you know the model of Porsche you're considering within your given budget, you can draw up a list of work likely to be required if there is no evidence of it taking place under a previous owner's rule. A 996- or 997-generation 911, for example, might need renewal of its coolant transfer pipes. Factor the cost of parts and labour into what you're prepared to pay for the car.

Think about how you will pay. Will you require a loan? Among the reasons justifying a cash purchase, we've heard many buyers say acquiring a Porsche on credit doesn't really make the car theirs. This is an understandable point of view, because credit adds a burden to your ownership experience from day one — being strangled by a large monthly payment with a potentially unpredictable interest rate might sour your Porsche dream. It also makes the real-world purchase price more expensive than the window ticket. Do the sums and work out whether you're really getting value for money.

This was one of my concerns and is why I preferred to use my savings to pay for a Porsche older than those I was initially considering. Let's not forget, the world is still going through a difficult economic period. The idea of having a consumer loan hanging over my head didn't appeal. On the other hand, I know many Porschephiles would prefer to keep their savings, knowing they can dip into them if necessary, perhaps to settle a loan early after a chunk of it is paid off. Finance deals provide this level of flexibility. I also know Porsche owners who opt for a hybrid buying solution. By this, I mean they make a contribution with savings and supplement it with a portion in credit. It all depends on your financial situation. Of course, we're not bankers (that's not a typo, folks), we're simply reminding you of the considerations when setting a budget — how you pay is just as important as the amount you pay.

Don't bite off more than you can chew. Realising your dream of owning a Porsche should be a pleasurable experience, not one characterised by stress over finances.

2. SEEK ADVICE

Reach out to people who have already bought a Porsche, ideally the model and specification you're interested in acquiring. Owners club forums and Facebook groups are rich sources of information you can tap into, with fellow Porschephiles happy to share 'best practice' in advance of you parting with your hard-earned cash.

To illustrate the point, I'll tell you about my experience buying a beautiful 986 Boxster. This model has been the object of my desire for a long time, although I hesitated in pulling the trigger. Put simply, I wasn't sure what model-specific complaints I should be aware of. I asked for advice from Porsche-owning friends, colleagues and online enthusiast groups. This is where you have to be ready to listen to advice you don't necessarily want to hear — all that glitters is not necessarily gold.

When I learned about the M96/M97

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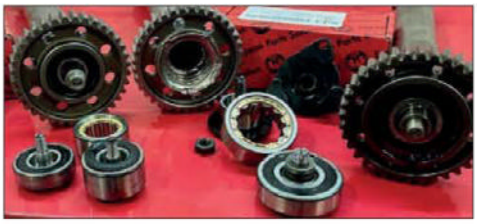
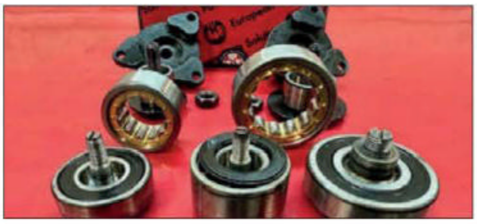


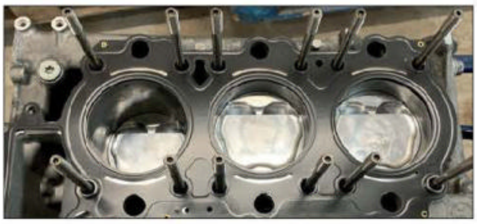


IMS

In the picture are the single and dual row IMS bearings as fitted to pre 2004 M96 engines, as well as the later M97 larger diameter bearing with the aftermarket EPS replacement bearings pictured behind. Picture 1 also shows the damage caused to the IMS shaft by bearing failure. EPS bearings use a roller bearing which has over 12 times the load capacity compared to the original ball bearing as fitted from factory.

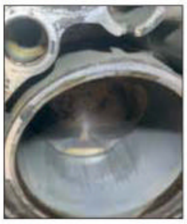
EXHAUSTS

A perfect way to increase the sound and performance of your Porsche. The pictures show a stainless-steel exhaust system as fitted to a 997 3.8 C4S with new X-flow Catalytic Converter and new Sport Sound Silencers.



ENGINE REBUILDS

We offer complete bespoke engine rebuilds on both water-cooled and air-cooled engines, pictured are some build photos of components like cylinder heads and new pistons.



BORE SCORE

Pictured here is what is known as bore score, where the piston has worn into the cylinder wall. This will usually require a new cylinder sleeve and a new piston. Depending on damage across all cylinders will indicate whether just one, two or a full set of pistons and sleeves would be required.

BUYING YOUR FIRST PORSCHE?

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Porsche 997 C2S 3.8
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2005, 21,968 miles, Guards Red,
3 previous owners, Tiptronic

Porsche Macan S
£38,495

2019, 30,000 miles, one owner from new,
Crayon Grey, 3.0 litre T petrol
Massive spec - see website

Porsche 996 Carrera 4S 3.6
£24,495

2002, 80,000 miles, Arctic Silver,
7 previous owners, Tiptronic

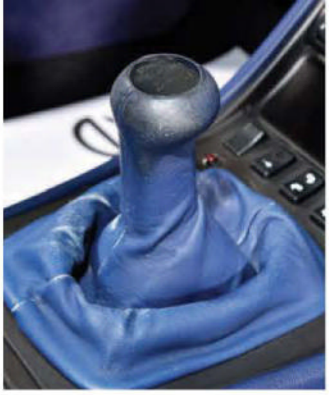
engine's tendency to promote bore score, as well as intermediate shaft bearing failure, I began to wonder if my Porsche dream had the potential to quickly become a nightmare. Thankfully, warnings were countered by assurances these problems affect a low number of said flat-sixes. I was also told vehicle inspection by a professional in the field, such as Nick Giles (hop online and visit *nickgiles-car-inspection.co.uk*) would demonstrate if the car I was interested in buying was showing signs of these complaint. Panic over.

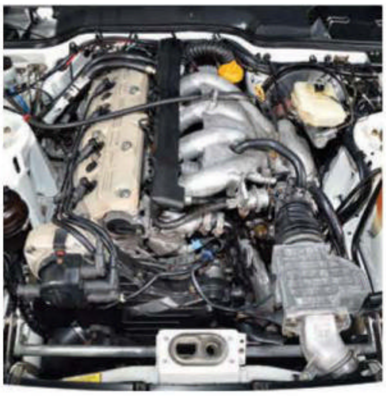
The DVLA's free-to-use MOT history service is useful in identifying persistent (unresolved) problems likely to require attention. YouTube is also very useful. Specifically, I found *Piston Kirk* to be of help. The channel's owner, Charles-Édouard Mandefield, has documented much of the work he has carried out on his personally owned 986, and offered valuable advice to keep in mind for resale value. "The early Boxster's blue interior is one of the hardest to resell, but with blue paintwork and a blue hood, the configuration is pretty coherent, dramatically limiting the negative feedback you might experience when the time comes to part with your car." He also told me to forget buying a Boxster without air-conditioning. "Move on," he scowled. I hadn't noticed the lack of buttons to activate this functionality when asking him to take a look at the classified listing taking my fancy.

His advice continued. "Get a model loaded with Porsche Stability Management (PSM). It will make a big different to road-holding. Sports seats are really cool, but the standard seats are a little more comfortable. Besides, they do a brilliant job of holding the driver and passenger in place. From this perspective, I doubt you would notice the difference between Sport and non-Sport seats."

Having never had the opportunity to drive a 2.5-litre Boxster, I wondered whether this flavour 986 was underpowered. I was told any 986 is a lot of fun, regardless of engine size. The moral of the story is simple: those thinking of buying a Porsche are in the privileged position of being able to rely on the advice and real-world experience of fellow marque enthusiasts. Use this

Above and below Shell out for an independent inspection by a marque specialist to discover the true condition of the car





Above Be prepared to spend on remedial work if you want the car looking and performing its best

valuable resource, keep a cool head, as well as a firm eye on spend, and you'll avoid expensive mistakes.

3. DON'T BE INFLUENCED

One thing you have to keep in mind when buying a Porsche is perception from those unfamiliar with these cars. Ultimately, nobody buys a Porsche because they have to. It's a lifestyle choice, which means the badge represents something of a status symbol.

THE GOAL IS FOR YOU TO SPEAK THE SAME LANGUAGE AS THE SELLER AND ASK THE RIGHT QUESTIONS, THEREBY ENSURING YOU KNOW WHAT YOU'RE BUYING

"He drives a Porsche, he must be rich," is a common misconception outside the cognoscenti. Don't be distracted by this kind of outside noise.

Similarly, ignore those who spout rubbish about any Stuttgart-crested car other than a 911 not being a 'proper' Porsche, potentially making you feel pressured to vastly increase the purchase price you're comfortable with. If you want a Boxster, buy a Boxster. Don't stretch your finances and buy a ropey 911 for more than the cost of a mint 986 or 987, especially on account of peer pressure.

Few of my friends were aware I was actively looking for a Porsche. I kept this information from them in order to ensure I wasn't influenced by uneducated opinion. Buying a Porsche is a luxury, a real pleasure purchase. Other than advice from those entrenched in enthusiast circles, I cut myself off from as many outside influences as possible and focused on the essentials: finding the right car and listening to advice from those who know the flavour Porsche I was interested in. The goal here is not to demonise those around you. After all, you will most likely encounter a great deal of enthusiasm and kindness when expressing your desire to buy a sports car. Even so, I advise you to keep a cool head about the reactions you might encounter when announcing your news. Remember, you are buying this car for you, nobody else.

4. ANTICIPATE EXTRA SPEND

You'll have considered your future Porsche's purchase price, but also think about servicing, maintenance and operating costs. The list of expenses to anticipate can quickly grow. On this note, get a quote for insurance before reaching out to a seller. We've lost track of the number of owners who have bought their Porsche before consulting an insurer and have been alarmed at the cost of cover, which isn't necessarily down to the car, but could be an individual's personal circumstances, such as the area they live in, no claims discount, intended storage arrangements, existing policy conditions and so on.

If you're intending to use your Porsche as a weekend plaything,

Above There's every chance the car you think you want might not be the car you end up buying

consider covering it on a classic insurance policy. Get quotes from Classicline, Adrian Flux and RH Specialist Insurance, each able to provide specialist cover at the same time as providing standard cover for your daily driver. Limiting mileage will help to bring the premium down. Ultimately, you can't avoid vehicle insurance when buying a Porsche, but you can be sympathetic to your wallet when arranging cover.

Parking is a something likely to be of concern if you live in a busy town or city. Unless your Porsche is being used daily, you'll want to store it safely when the car isn't in use. A bumper gets scuffed, a door gets dented easily. Frankly, not everybody values their car (let alone vehicles belonging to other people) as much as you, and off-road parking can be expensive for those without the luxury of a driveway or garage. Consider storage costs when weighing up just how much you're prepared to pay for the Porsche you're interested in acquiring.

Despite emphasising the fact Porsche servicing and maintenance costs remain relatively affordable (when compared to those of other sports cars), we're still talking about a Porsche, meaning costs will almost certainly be higher than those applied to a family runaround. Think about which specialist you might like to take the car to for work after purchase and enquire about servicing costs. Many independent Porsche shops will have a price list published on their website, giving you peace of mind by setting expectations before you take the plunge.

Few people buy a Porsche with concern about fuel costs, especially if covering little in the way of mileage, but in the main, we're talking about cars requiring premium unleaded, which is more expensive than lower-grade fuel with higher ethanol content. It might be a small point, but it will need to be a commitment every time you head to the pumps, not only in the interests of maintaining performance, but also the overall condition of the car's engine.

5. RESEARCH THE PITFALLS

This is a topic we'd like to avoid, but the fact is all cars have weaknesses. Rust is a major problem for classics, of course, but think major oil leaks on the 964's M64 engine, or the previously mentioned intermediate shaft bearing failure on the 996 and early 997.

Today, these problems are largely under control, with many aftermarket manufacturers offering fixes and most owners taking care of preventative or corrective maintenance, but this is no excuse to enter into ownership blindly. Being well-informed will allow you to ask the right questions and therefore know exactly what condition the car you're buying is in. In short, as a buyer, you have it in your power to reduce the risk of unpleasant surprises.

It's certainly not for nothing buying guides remain one of the most-read sections of our magazine. In these near monthly articles, you'll find essential reading material to give you an overview on what to expect from the Porsche featured, both good and bad. Using these articles as a starting point, you can continue your research on forums, in books and during in-person chats with owners and specialists. The goal is for you to speak the same language as the seller and ask the right questions, thereby ensuring you know what you're buying. Incidentally, all available *911 & Porsche World* back issues can be ordered at *bit.ly/issues911pw*.

6. CONSIDER INTENDED USE

A 944 and a 987 might be in the same price bracket, but these two cars serve different purposes. This isn't something a buyer new to the Porsche scene would necessarily appreciate. It's only when you get behind the wheel of different Porsches you realise they have very different characteristics. Using this example, in the modern motoring world, the 944 is more of a second car, even a second Porsche, one you can take out from time to time, have fun and

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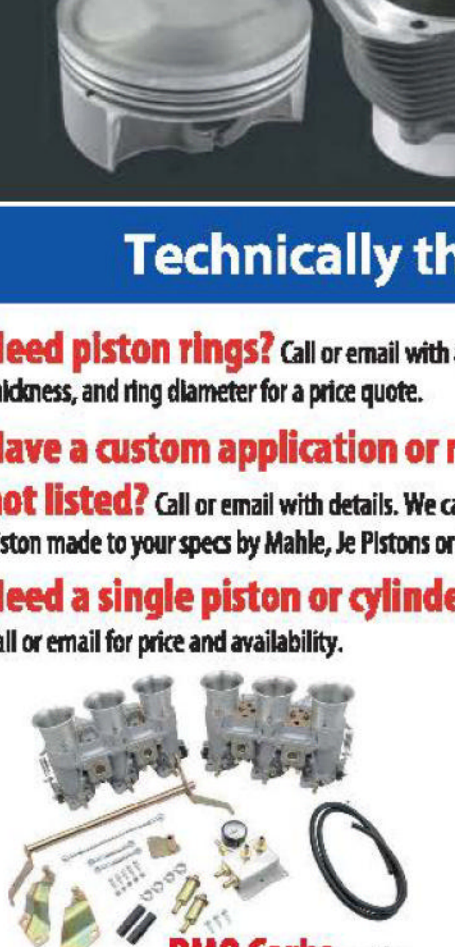
PS86-002	PORSCHE 911S 2.5L 10.3:1
PS98-005	PORSCHE 911 3.0-3.2 CIS 9.8:1 (Wedge Dome Max Moritz Style)
PS98-009	PORSCHE 930 TURBO 3.4L 7.5:1 (3.3-3.4)
PS98-010	PORSCHE CARRERA 3.2-3.4L9.8:1 (3.2- 3.4 Motronic inj.)
PS102-017	PORSCHE 964 NA 3.8L 12.3:1 (107mm slip-in cyl 3.6-3.8)
PS102-018	PORSCHE 964 NA 3.8L 12.3:1 (bore in 109mm cyl 3.6-3.8)



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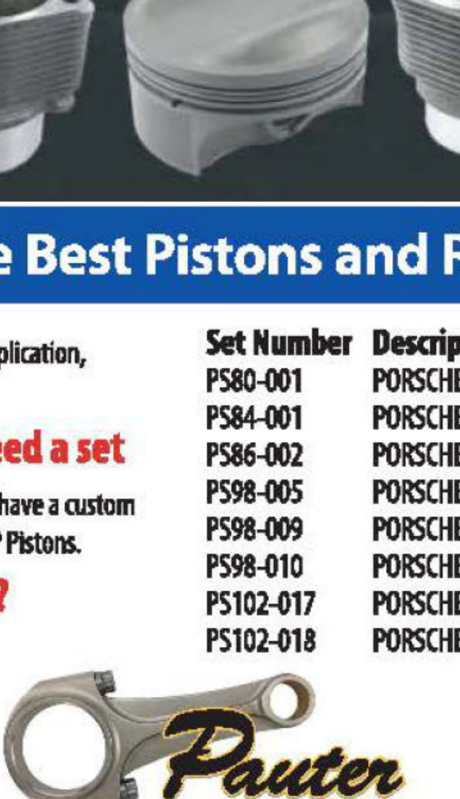

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get a bit of a shake-up. This isn't to say you couldn't use a 944 daily, but most owners don't.

A 987 Boxster? It's a different proposition. Yes, it's still a Porsche capable of delivering plenty of smiles to the mile, but it's more modern, more powerful and, above all, more versatile than the 944. Essentially, it's easier to use in all driving conditions. Yes, there are certainly plenty of Porsches within a given budget, but how many meet your intended use or, arguably more importantly, what you expect from your purchase You'll suddenly find the list narrows. For example, a 911 GT3 might be your dream drive, but have you tested one? You might find a Turbo — or even a Carrera S — is far easier to live with, the GT3 requiring a decent amount of un-GT3-ing to make palatable on anything other than short, spirited blasts or track work.

The pleasure you'll get from your car depends on its compatibility with your driving style, how the Porsche will be used and the environment in which this activity takes place. Coming back to the comparison above, I realised the 944 wasn't for me, although I had a blast testing one. I reasoned this age and type of Porsche wasn't right for my needs. I didn't want to stretch to the price of a 987, which is when I fell for the idea of buying a 986. This car meets all my requirements: it's a versatile, high-performance Porsche, but with a hint of vintage character to make every outing special. When I narrowed my search criteria, the Boxster ended up being the only Porsche satisfying my needs within budget.

7. TEST VARIOUS CARS

The first Porsche you see is rarely the right Porsche for you. Get out and sample several examples of the breed. This allows you to get a clearer idea of the equipment you'd like, the quality of cars on offer, but also the difficulty in finding a Porsche meeting your expectations. If you take time to see only one car, you will have no point of reference — how can you realistically say a car is in excellent condition if you have no other vehicle to compare it to? Don't hesitate to see models varying in specification to what you are looking for — you might be surprised and realise a particular trim level or model better suits your needs than what you initially had in mind. A 944 S2, for example, might be a better choice than the 944 Turbo you intended to buy.

8. COMPROMISE ON SPEC

A hit list of individual equipment might make your life easier insofar as

Above and below Sample different examples of not only the model you intend to buy, but also different flavours of the same Porsche, thereby providing you with a better understanding of the car's plus points

Above Consider how you intend to use the car — is a stripped cabin really the right choice if you intend to spend most of your driving time cruising motorways?

Below A restored example of the Porsche taking your fancy might be more expensive to buy than a non-restored iteration of the same model, but could save you money in the long run

radically narrowing the list of cars for your consideration, but it might also make life difficult if what you're looking for is specific enough to be applied to few Porsches.

Be flexible. For example, consider more than one colour, engine size, interior trim. Remember all used cars represent a degree or compromise. You'll therefore need to be prepared to make sacrifices — the best car might not be the one you thought you wanted.

I can't resist sharing an experience I had with a Belgian a father and son obsessed with respecting originality. Already owners of a sublime Carrera RS 2.7 and a single-owner 964 Carrera RS, they started looking for a 993, but not just any 993. It had to be two-wheel drive with a complete main dealer history, less than 100,000 kilometres covered from new, a short-ratio gear set and manufactured in 1996. Present specification like this to any sales professional and they'll likely shed a few drops of sweat. Finding such a car is almost impossible. These buyers didn't deviate from their wish list, however, meaning they knew they might have to compromise. They did so on colour, which was less important to them than the details mentioned — they bought a grey 993 with a blue interior, which, by their own admission, was far from the colourway they would have picked as first-choice, but unless buying a brand-new car, this is the reality of the sales scene: strictly adhering to exacting criteria will ensure you're in for a potentially long wait. Consider what's 'nice to have', as well as what's 'need to have', and you'll immediately realise where you can comfortably compromise, making life much easier when on the hunt.

> THE BEST PORSCHE PURCHASES ARE MADE BY BUYERS WHO GIVE THEMSELVES ALL THE TIME THEY NEED TO FIND A CAR MEETING THEIR REQUIREMENTS

9. GIVE YOURSELF TIME

In racing, you have to accept losing a few tenths in a corner if it means gaining a second on a straight. Believe it or not, I apply this logic to many things in life, not just driving. It helps channel

SN53 SXT
DAB 8R

Above A huge variety of model and trim options is available to Porsche buyers

a major flaw of my generation: the desire to have everything, straightaway, without delay. What does this have to do with buying a Porsche? You must be patient. I've noticed the best Porsche purchases are made by buyers who give themselves all the time they need to find a car meeting their requirements. The problem with a passion purchase, such as buying a Porsche, is that the moment you feel ready, you immediately want the object of your desire. The temptation to jump in with both feet is high, especially if you find a car more or less corresponding with what you want. Be patient, though. The right Porsche will eventually show itself. This is when you won't have to think twice.

In the meantime, enjoy the hunt. The time you spend searching for your Porsche is the first of the stories you will build with it. It's part of the process. Be patient and enjoy the journey.

10. NO PANIC BUYING

Don't allow anxiety to encourage a purchase you're not completely comfortable with. Back in the mid-2010s, when the value of used Porsches was skyrocketing, people were tempted to secure ownership because they feared it was 'now or never'. In the face of a shortage of cars, or during periods of high demand, it's easy to stop thinking rationally and to jump into the first car coming our way. This behaviour rarely guarantees a good purchase. It's also when the car you've been thinking about slips under your nose — panic buying the car you *think* you want might prevent you from buying the car you actually want, when it becomes available. At the risk of repeating what we said earlier, you have to be patient. Don't give in to pressure or frustration.

11. PLAN AHEAD

I'm going to exaggerate a bit by suggesting preparing for the arrival of a Porsche is like preparing for the arrival of a baby. Okay, go ahead, judge me. Yes, I'm stretching the truth a bit, but I was surprised by everything I had to organise before the Boxster was mine. First, I had a Renault Twingo to sell. A Twingo with an MOT expiring when the Porsche was due to arrive. Then, I had to get the Boxster insured and arrange collection from the seller's showroom, which was a considerable distance away from home. I also had to find a garage in which to store the car. To make matters worse, July is a particularly busy month at *911 & Porsche World*. We have to compile this special issue focusing on 'buying your first Porsche' (one of our big sellers each year), at the same time as preparing the following two issues and hitting the road in test cars. Editor Furr also has editorial duties on *Classic Porsche* magazine to contend with. In short, as you read these words, I've taken delivery of the Boxster, but haven't sold the Twingo. Oh, and I haven't been to see any garages. The Porsche is currently residing on the driveway at my father's house, a few hours from where I live. I'll grab the car as soon as I've sorted the logistics to facilitate keeping it with me. For some of you, especially those living in rural areas, these problems won't arise, but

THE TIME YOU SPEND SEARCHING FOR YOUR PORSCHE IS THE FIRST OF THE STORIES YOU WILL BUILD WITH IT

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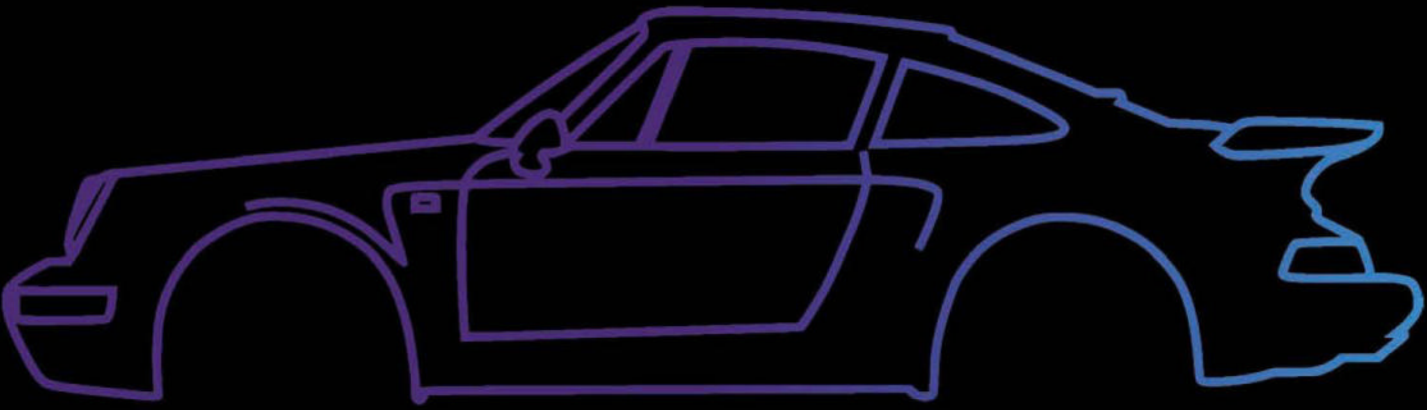

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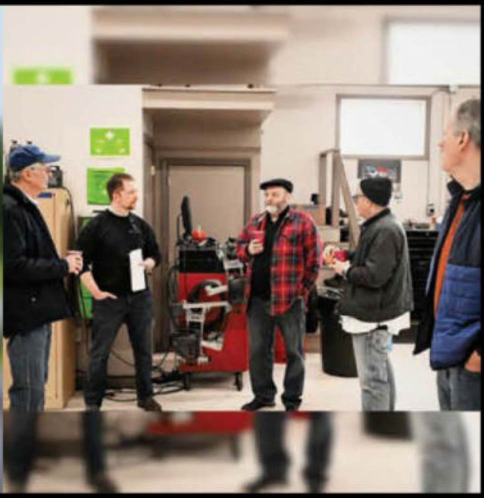

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spare a thought for the Twingo-owning city dwellers among us. Of course, none of these challenges are insurmountable. The point of the story is to recommend you plan ahead before buying your first Porsche. Doing so will make the experience pleasurable, free of stress, and will ensure you can hit the road in your new Porsche without delay.

12. DECIDE HOW TO PAY

We've repeatedly stated are several ways to buy a Porsche: from a private individual, through a professional, through the official Porsche network or at auction. Not all Porsches are easily found everywhere, though. An early 997-generation 911 in the Porsche network? You'd be exceptionally lucky. I knew this wouldn't be the right place to look for my Boxster, hence focusing on private sellers and professional traders.

There are pros and cons of all approaches. A professional trader, for example, is likely to be more expensive due to the need for them to achieve profit on the sale, as well as the fact they'll almost certainly have to add twenty percent VAT to satisfy the tax man. Anyone reading Karl Meyer's excellent monthly column in this magazine will appreciate margins at dealerships aren't as high as most buyers think, especially after vehicle preparation (not limited to servicing, maintenance and detailing) is taken into consideration.

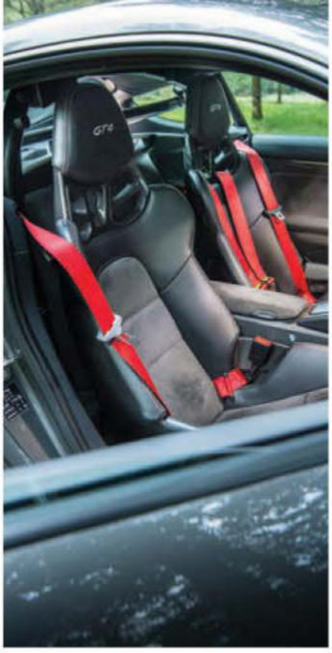
Talking of Karl, he is a professional Porsche purchaser, finding cars to exacting specification for individual private clients, as well as Porsche Centres. Hit him up with a list of your requirements and he'll deliver the goods, removing the hassle of you having to call umpteen dealerships to see if what you're looking for is in stock. He'll also pay top money for good Porsches he can then supply to his clientele. To buy or sell, visit *theporschebuyer.com* for his contact details.

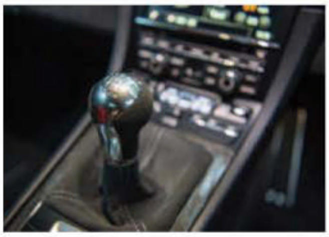
13. PRIORITISE QUALITY

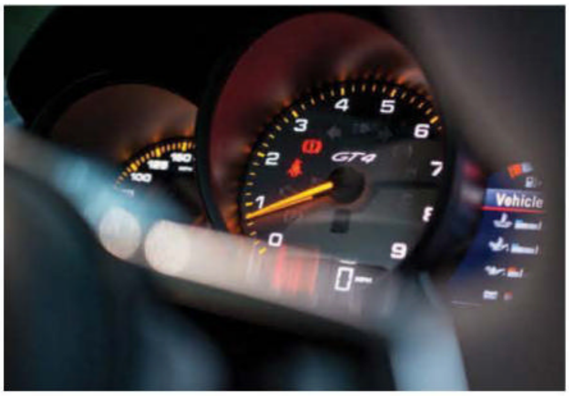
Often, the problem with Porsches much cheaper than one might expect to ordinarily pay for them is the likelihood of neglect. This is especially true of older cars from a time when the value of (and respect for) Stuttgart-crested speed machines isn't what's

Above Don't dismiss cars you think outsiders will sneer at — go with your gut

Below Performance and practicality is available from a high number of Porsche vehicles away from the 911 stable







Above Calculate a sensible budget for the modifications you intend to apply, but drive the car in standard trim for a while in order to determine essential fixes and upgrades before you begin personalisation

commanded today. Poor maintenance, missed servicing, dodgy repairs. Any Porsche with patchy history not only presents a possible problem at resale, but could cost you a fair whack during your ownership, potentially souring the experience.

Unless undertaking full restoration, your goal should be to look for a well-maintained car. There is no magic formula and you are never safe from a breakdown, but when I see the history of my Boxster and look back at the preparation carried out by sales specialist, La Villa Rose (*lavillarose.fr*), I can sleep easy. This company did the equivalent of €3,000 of work before sale. Of course, this meant I paid more than you'd expect if buying a 986 privately, but I haven't seen many other examples of this model in such good order. This is what matters to me: knowing I'm driving a beautiful Porsche and I don't need to give a second thought to the condition of the car. Yes, I paid a premium, but it was money well spent. I have peace of mind. And a warranty.

YOU MIGHT BE TEMPTED TO BUY A PORSCHE YOU ONLY HALF-LIKE, THROUGH FEAR OF MISSING OUT

14. DON'T HESITATE

No matter their price, the best cars sell quickly. Don't get me wrong, I maintain you must be patient and respect your desired specification. Doing so will save you from major mistakes, but when you find the right Porsche, one ticking all the right boxes, then it's time to stop overthinking. Is the asking price within your budget? Is it this the car you were looking for? Does it boast the features you wanted? Go for it. Yes, it can be scary, but it's an exciting time, a moment to cherish. Certainly, this is true of any Porsche purchase, let alone your first, but the train doesn't always come back — if you've found the right car, don't let the opportunity slip by. By following this guide, you'll have done all your thinking beforehand. You're now at the moment of decision. There's no reason to procrastinate — it's the right move. Trust your instincts.

15. BUY WHAT YOU LOVE

Buying what you love seems logical, but in reality, you might be tempted to buy a Porsche because it'll go up in value, or to buy a model you only half-like, through fear of missing out. Focus on what you love. In the long run, a Porsche you have to make excuses for ("it's not really the one I wanted, but it's a really good car") may leave you underwhelmed.

If you're going to treat yourself, you might as well do it right. Take your time, look at various cars, focus on quality, keep a cool head and pull the trigger when you find that rare gem. Take care of it and, above all, enjoy your new — or, indeed, your first — Porsche. ●

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alcantara. 40,000 miles **£45,000**

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Sapphire blue with black leather/
alcantara. 42,000 miles **£44,000**

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Agate grey with black leather/
alcantara. 45,000 miles **£44,000**

718 Cayman 2.5 "GTS" pdk (18 - 2018)
Basalt black with black leather/
alcantara. 47,000 miles **£44,000**

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Guards red with black leather
77,000 miles **£44,000**

Cayman "GTS" 3.4 pdk (15 - 2015)
Sapphire blue with black leather/
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Volcano grey with black leather
46,000 miles **£38,000**

718 Boxster 2.0 pdk (17 - 2017)
Agate grey with black leather/
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White with black leather
43,000 miles **£34,000**

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Agate grey with black leather
46,000 miles **£32,000**

Macan 3.0 GTS pdk (66 - 2016)
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YOUR FIRST PORSCHE

986 BOXSTER

Words **Dan Furr** Photography **Dan Sherwood**

No matter how hard you try, there's no getting away from the fact that the 986 Boxster continues to offer the best bang for your buck on the Porsche scene. Prices have already bottomed out, meaning you're unlikely to be able to buy the mid-engined, two-seater roadster for any less than it is currently available for, but don't be tempted to hop into the cheapest 986 you can find — excellent examples of the Porsche-saving drop-top are fetching good money for a reason.

"This end of the market is fraught with danger for a buyer," warns Tom Harris, responsible for the day-to-day running of Porsche sales specialist, 911 Virgin. "The low value of early Boxsters, especially base models, means many owners cut corners when it comes to servicing and maintenance. Additionally, cars staying with owners for an average of just eighteen months means some sellers lazily shift their car care responsibilities on to the buyer, who themselves might not take care of what's required. There's also a tendency for low-value Boxsters to be serviced and maintained at general service garages, where knowledge about vehicle specifics is lacking. Sure, you can buy a 986 for three grand, but my advice is to reach for cars at the very top end of the price spectrum. These are the examples which have been well looked after and which will offer you an enjoyable ownership experience."

We've said as much before, but you'll struggle to find any standard mainstream Porsche which handles better than a 986, especially on a twisty backroad — the newer the Boxster model, the bigger and less wieldy. Optimised responsiveness marks the 986 as that bit more user-friendly than later Boxsters. Sure, tyres play their part, but all the top brands work well on the 986. Simply fit the best and have a spare set stashed away for winter.

Running costs are reasonable, but it's worth keeping in mind the 986 Boxster

Above Amber indicator lenses are referred to as 'fried eggs', but are now finding favour with a new generation of Boxster enthusiasts

is the same as the 996-generation 911 from the rear quarters forward, and that the open-top Porsche's flat-six (2.5 litres through to 3.2 litres) is pretty much a smaller displacement version of the unit powering the same-age 911 Carrera. In other words, despite the fact you may have acquired a 986 Boxster for a budget-beating price, suspension complaints and mechanical failure is going to set you back the same amount of cash as if you were faced with fixing a 996. Many Boxster buyers fail to observe this fact, leading to surprise when the bills come rolling in.

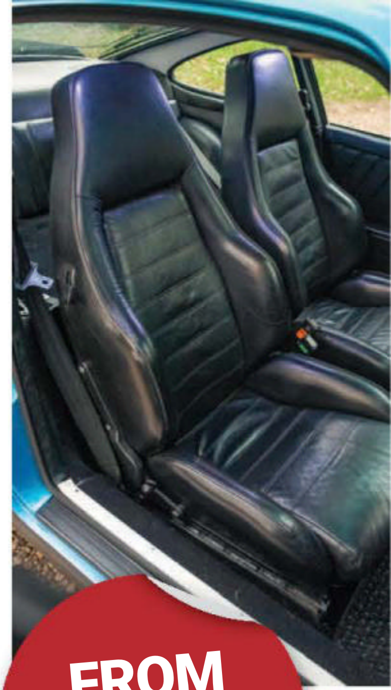
SAMPLE THE GOODS

Having said all this, there is some truth to the argument all 986 Boxsters are tarred with the same brush. The easiest way to separate the rough from the smooth is to invest in a pre-purchase inspection from a trusted independent Porsche specialist familiar with these cars. We recommend this over instructing an official Porsche Centre to carry out a dealer-special 111-point check, which is really only a probe of mechanicals. Besides, due to their low value, how many early Boxsters are serviced at main dealers these days? The depth of knowledge an indie will offer is likely to provide far more detail relating to every aspect of the car, from bodywork to engine, electrics, chassis and interior. You'll also want a borescope inspection carried out to ensure the absence of bore score, a common fault on early water-cooled 911 and Boxster engines. Expect to pay between £300 and £500 all in.

Don't feel pressured into buying any particular 986 Boxster. The massive success of the model means there is no shortage of examples to choose from, allowing you to take your time finding a car matching not only your available budget, but also your preferences in specification, including colour and trim level. Budget between five and fifteen grand, but aim to spend the most you can afford — as Tom highlighted, the best Boxsters command the best prices with a high degree of justification.

If your budget can extend further than the top rung of the 986 ladder, consider a first-generation 987 Boxster. We always recommend the best example of an earlier car over an average example of a later one pitched at the same price point, but with 2.7-litre base model 987s starting at seven grand and the RS60 Spyder (a limited edition of only 1,960 units) variant yours for £25k, there is a huge variety of trim options to choose from across the 987 range. ●

Right It's difficult to see how the 986 Boxster will be knocked off its perch as the best-value entry point to Porsche ownership



FROM
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911 TURBO (930)

Words **Robert Smith** Photography **Dan Sherwood**

In modern parlance, the 911 Turbo dropped at the 1974 Paris Motor Show in readiness for a spring 1975 launch. There had been turbocharged cars before, but not like this. Porsche utilised the experience it had gained in turbocharging the 917's flat-twelve for Can-Am racing and applied it to the 911's flat-six. 260bhp in street specification was barely pushing the envelope, but even with both the 512 Berlinetta Boxer and Countach pushing beyond 300bhp, the 911 Turbo had them both covered, primarily thanks to its devastating mid-range power, superior handling and the fact you could *drive* rather than wrestle the car into submission. Oh, and the Porsche's Bosch K-Jetronic fuel injection system ensured starting the Turbo was a mere formality, unlike the experience of sports car owners dealing with a bank of carburettors needing to be primed and fettled into action.

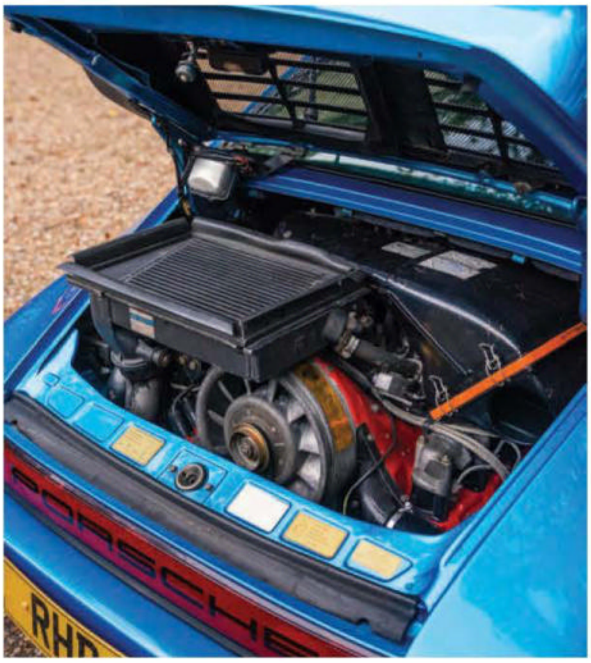
The kit Porsche wanted to homologate for racing included the now familiar wide body and extreme aero appendages, plus seemingly impossibly wide fifteen-inch Fuchs wheels measuring seven inches at the front and eight at the rear. The 911's suspension was completely re-worked for the Turbo. The front transverse links and cast aluminium rear semi-trailing arms were newly designed hardware. Front and rear anti-roll bars were beefed up. Bilstein developed new gas-filled dampers. Brakes were vented in each corner, with powerful four-pot calipers at the front.

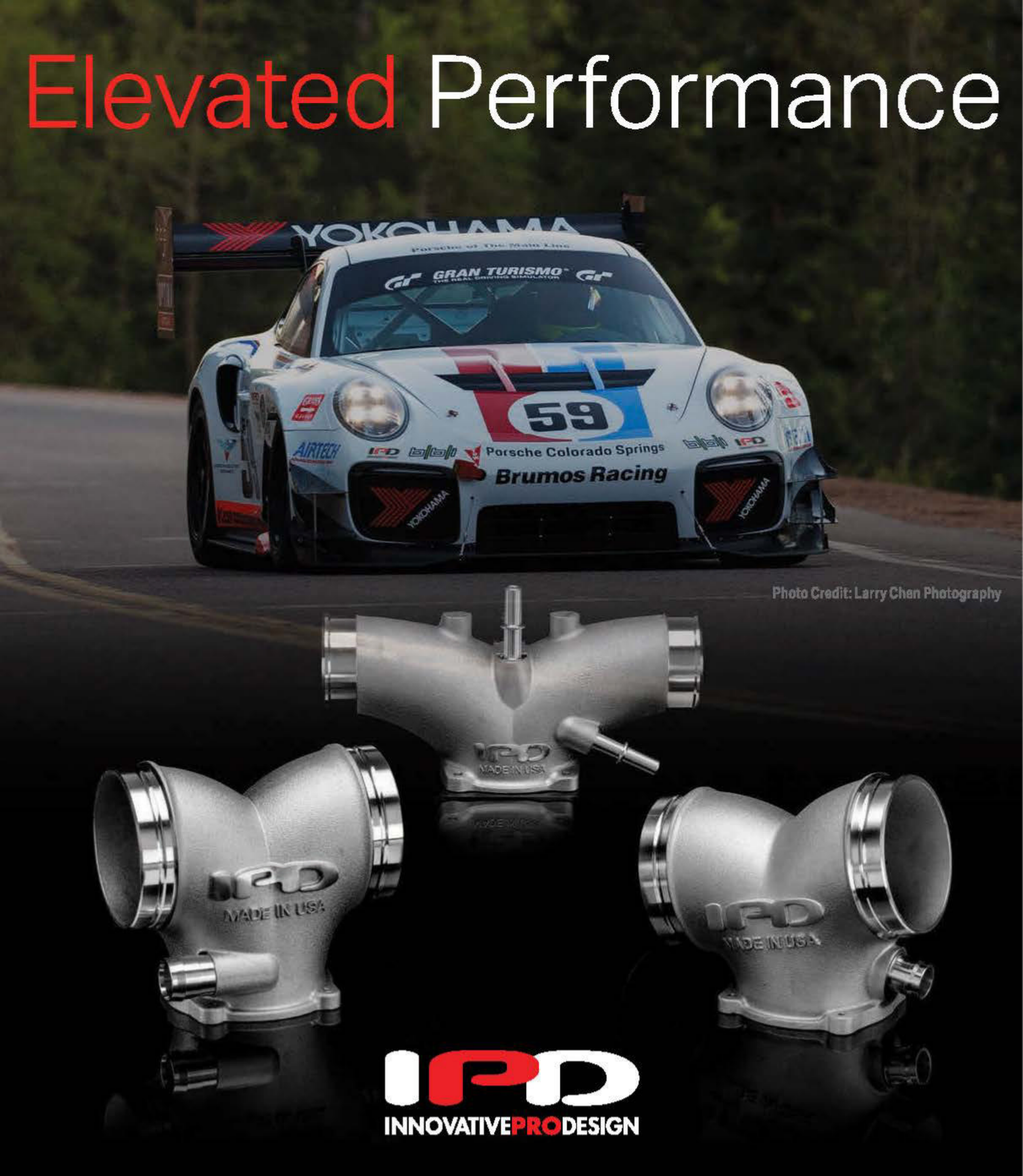
The only anomaly was the Turbo's four-speed gearbox, which seemed at odds with the rest of the specification. The ever-pragmatic Porsche decided it would be too expensive to develop a Type 915 five-speed unit capable of handling the Turbo's torque (253lb-ft at 4,000rpm) and so settled on four beefed-up ratios. Besides, as Porsche pointed out, with so much torque available, who needed five gears anyway? A fair point, and it has to be said, the Turbo's gearbox and its four ratios are as much a part of the driving experience as the engine itself.

Specification remained largely the same throughout the Turbo's fifteen-year production run, with only two major revamps occurring along the way. In 1979, capacity and power were increased to 3.3 litres and 300bhp respectively. Braking received a boost by way of bigger discs and finned aluminium calipers lifted from the 917. The Fuchs wheels grew to sixteen inches. Beyond these updates, in 1989 (the classic 911 Turbo's final year on assembly lines), Porsche finally installed a five-speed gearbox. It wasn't so much a case of relenting to pressure from critics, more the fact Porsche finally had a transmission to the job. It was, in fact, a unit developed for the rapidly-coming-down-the-line 964.

Wait. What? A classic 911 Turbo as your first Porsche? Well, yes. Not everybody is working to a tight budget. There will be first-time buyers feeling flush, perhaps waiting years to achieve their dream of owning a 'widowmaker'. Why buy a Boxster when what you really want is a 930? Prices have softened in the past eighteen months, making now a good time to buy the 911 Turbo you always promised yourself. ●

Below Turbocharged air-cooled boxer delivers plenty of thrills by way of boost landing like a shove in the back

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996 CARRERA/C4/C4S

Words **Dan Furr** Photography **Dan Sherwood**

Factory designer, Pinky Lai, is credited with the 996 shape, working under time-served head of Style Porsche, Harm Lagaay. Though many will remember the early 996 for its historically unloved 'fried egg' front light clusters, Lai and his colleagues were proud of the fact they did away with the somewhat ugly water drain rail running across the top of the 911's side glass, a feature of all Neunelfers up to and including the 993.

The removal of this detail indicated the 996's body was brand-new. Indeed, Porsche looked long and hard at using aluminium for the body and even for the chassis, though the material was eventually ruled out on the basis of cost, manufacturing complexity and concerns regarding ease of repair. Instead, a large proportion of high-strength steels were employed (hot zinc-galvanised to protect against corrosion, a method Porsche had pioneered), allowing for weight reduction and a shell claimed to be forty-five percent stiffer in torsion than that of the 993, not to mention fifty percent more resistant to bending forces. The front and rear windscreens were also bonded in for the first time, considerably upping the strength of the structure, which comprised more than sixty-three percent deep-drawn steel, accounting for the smooth, compound curve exterior body panels. More than twenty-nine percent of the structure was manufactured from high-strength steel, including side-impact protection, the centre tunnel, the windscreen surround and longitudinal frame members. Cleverly, the final heat treatment of these components happened when the paint was baked.

Meanwhile, the front bulkhead and side sill supports used tailored steel blanks of varying thicknesses, accounting for almost six and a half percent of the overall steel. These were laser-welded together and then pressed to provide strong reinforcement. Last but by no means least, boron steel was used in the footwells and door reinforcements

Above The fact you can buy a 911 for less than the price of a new Kia Ceed is crazy and should have you scanning classifieds for a Carrera, Carrera 4 or Carrera 4S (the sweet spot) today

Right Purists were stunned at the inclusion of a water-cooled flat-six, but the 996 was the biggest redevelopment of the 911 since launch of the 901 more than three decades earlier

to increase overall strength. “We see few bodywork corrosion issues on the 996s coming in and out of our workshop,” says Peter Robinson, Service and Parts Manager at Warrington-based Porsche restoration, maintenance and tuning outfit, Ninemeister. “The 996 was better undersealed than the 997,” he continues. “Plus, the 996 doesn’t suffer as much in the way of bore scoring as the later 911. Put it this way, though I’d recommend a pre-purchase inspection, I would have no hesitation in buying a 996 Carrera today. These are really great cars and can be bought at very reasonable cost.” Indeed, a base model 996 Carrera can be yours for between £12k and £20k. Examples with exceptionally low mileage will command more, but then you’re in 997 territory. “I’d want a 996 Carrera coupe with manual transmission,” Peter stresses. “This specification will continue to rise in value, as it has done in recent years. If you’re looking for somewhere safe to park your money, but are working with a modest budget, it’s difficult to ignore everything the 996 Carrera has to offer. It’s a brilliant car.”

Though Porsche had used water-cooling in many road and race cars prior to the arrival of the 996, the 911 abandoning the air-cooled flat-six was nothing short of momentous. There was a moment when it looked as though the 993 could have had the honour of being the first water-cooled 911 — Porsche seriously considered using an Audi-supplied V8. The fact this engine would have required a complete rethink of the 911’s layout was the air-cooled flat-six’s saving grace. Nonetheless, air-cooling was living on borrowed time — compromises, such as increasingly difficult-to-quell noise, cost of manufacturing and limitations on performance were at the forefront of Porsche’s thinking. Thankfully, the future of the manufacturer’s flat-six arrangement (albeit with water cooling) was assured when Porsche took the decision to develop the 996 and Boxster in parallel, allowing economies of scale.

Toward the other end of the 996 price scale resides the first-generation 911 GT3, a model which has proved itself an appreciating modern classic during the course of the past couple of years. Put it this way, back in 2020, you could easily have picked one up for sixty grand. Now? Even high-mileage examples in need of paint (to eliminate gravel rash) are fetching north of £80k. Moreover, super-clean 996 GT3s are fetching six figure sale prices, such is the love enthusiasts now have for this historically significant 911. Buy one before it’s too late. ●

Above The Carrera 3.2 was the subject of relatively high production volume, meaning you won't have difficulty finding one to buy

FROM £50k

CARRERA 3.2

Words **Dan Furr** Photography **Dan Pullen**

The Carrera 3.2 is arguably the greatest incarnation of Porsche's air-cooled sports car icon. A big step forward from the SC it superseded, the new and improved 911 was still very much an analogue sports car, bereft of driver aids and powered by the traditional air-cooled flat-six. It was, of course, based on the 'impact bumper' G-series body introduced a decade earlier, yet the Carrera 3.2's familiar shape and galvanised exterior panels clothed a substantial evolution in the long-running 911 story.

The Carrera 3.2 was available from day one in coupé, Targa and Cabriolet body styles. It marked the first time *Carrera* script had appeared on a 911 since 1977, but the biggest change was hinted at in the new car's designation: the Carrera 3.2 made use of a 3,164cc flat-six, which Porsche claimed was eighty percent new. The higher displacement was arrived at by using the 95mm bore from the three-litre SC in conjunction with the 3.3-litre 911 Turbo's 74.4mm crankshaft stroke, along with compression ratio of 10.3:1. Bosch L-Jetronic fuel injection and Motronic 2 Digital Motor Electronics (DME) encouraged smooth engine running and mechanical reliability. New airflow pipework joined the party.

Power was up to 231bhp, with 209lb-ft torque delivered at 4,800rpm. This was the most powerful normally aspirated 911 to date, managing the sprint to 60mph from rest in 6.1 seconds, racking up top speed of 152mph. The first production 911 to feature an ECU controlling ignition *and* fuel systems, the Carrera 3.2 achieved the dash to 100mph from a standing start in just 13.6 seconds. At a stroke, with performance nipping at the heels of the original 911 Turbo (930) of 1974, the 'regular' 911 had gone from sports car to junior supercar.

"The Carrera 3.2 has enjoyed something of a renaissance in recent years," reflects Tom Harris at 911 Virgin. "The 964 and 993 are obviously great air-cooled 911s, but sharp increases in the values of these cars has pushed them beyond the reach of many enthusiasts. Buyers are therefore revisiting the Carrera 3.2. Thankfully, production levels were relatively high, meaning there are many Carrera 3.2s to choose from."

Despite being assembled with galvanised body panels, rust is the G-series 911's biggest enemy. "The Carrera 3.2 is a sound buy, as long as you're satisfied the example you're looking at is solid," Tom stresses. "The sought-after G50 gearbox was an improvement over the Type 915 unit, but it's important to recognise no two air-cooled 911s of the same generation are equal — a good 915 is better than an average G50. My advice is to buy the best-condition Carrera 3.2 you can afford, rather than focusing on an individual car's specification."

For 1986, all Carrera 3.2s received a redesigned dashboard with larger air vents, while the front seats were lowered by twenty millimetres and boasted increased fore and travel. Central locking became standard and, pleasingly, all cars were fitted with the Turbo Look kit, referred to as Carrera with Sport Equipment in the UK. ●

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912

Words **Steve Bennett** Photography **Ade Brannan**

Long gone are the days when the 912 was dismissed as little more than a 911 wannabe, two cylinders short of the full flat-six. The 912's time has come, and not just because prices of the classic 911 have gone stratospheric. No, the 912 has found its place because, put simply, it's the real deal. A proper Porsche, complete with its own brand of performance and handling dynamic — a groove appealing to a discerning demographic of Porsche enthusiast, one arguably a little less precious about originality and likely to use the 912 as a platform to exercise their own take on the cult of Porsche.

And why not? Porsche developed the 912 to broaden the appeal of the 911 concept. It worked, too, outselling the 911 from launch in 1965 through to 1967 and running close until discontinuation of 912 production in 1969, when we saw the arrival of the collaborative Volkswagen-Porsche 914. The Volkswagen connection is key to the "discerning demographic of Porsche enthusiast" mentioned a moment ago — there is an entire Porsche sub-culture born out of the Volkswagen scene. It's no surprise. As regular readers will know, many of the writers and photographers working on *911 & Porsche World*, myself included, started with more humble Volkswagen leanings. With Porsche influences and aspirations, however, ownership of a Stuttgart-crested speed machine arrived as surely as night follows day.

We'd been altering Beetles, Type 4s, Karmann Ghias, vans and campers before the term *restomodding* was invented. And, inevitably, when the Porsche day of reckoning finally arrived, we weren't shy about applying our Volkswagen-inspired tricks of the trade. Indeed, we would argue about how much the restomod Porsche scene owes to a pioneering generation of Volkswagen tuners.

Of course, those were different times. Classic Porsches, whether 356, 911 or 912, were cheap as chips and fair game,

Above All the charm of a 911, but at a fraction of the price

Right Flat-four is a punchy unit and can be made to deliver 911-rivalling power

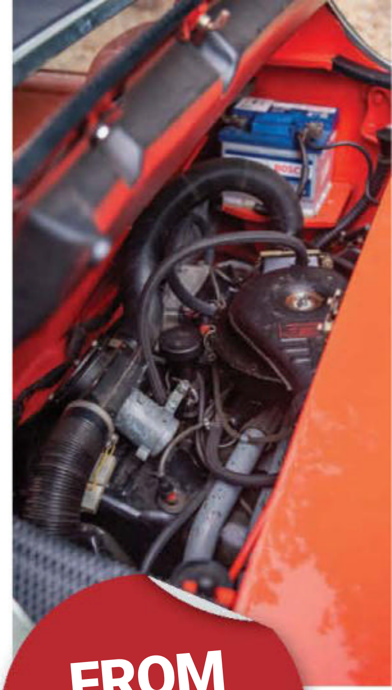
particularly in the USA, where the bulk of Porsche export ended up. In terms of lineage and price, for a Cal-look 'Dub dude, the hop to the flat-four-powered 912 was a logical step. Slammed, rolling on skinny Fuchs and shouting through a loud exhaust, the 912 was essentially a posh Beetle. Well, sort of.

Contrary to popular belief, Porsche sold few 912s in the UK. In the 1960s, even the 911 was a rare sight, the six-cylinder flagship only really only getting going in Britain during the 1970s. The Porsche modding scene, such as it became, was more likely to involve slapping impact bumpers, Turbo spoilers and a coat of Guards Red onto early examples of the 911.

Where America leads, we follow — the Cal-look Beetle scene really took off in the 1980s, helped by a strong pound, which made importing cars from the USA a realistic prospect. This, of course, included acquisition of Stateside Porsches. As they were loaded on to cargo ships and made their way across The Pond to fuel the burgeoning UK restomod scene, it seemed as though Southern California was being stripped of rust-free classic Volkswagens and Porsches en masse.

This passion for altering air-cooled Porsches has very much matured over the years and now has myriad factions, restomodding being just one of them. Additionally, the 912 has found a new fanbase, helped by a strong pool of cars to choose from thanks to those earlier imports. In the current climate, as we've demonstrated repeatedly in these pages, full restoration of a 912 is fair game, but hot rod heritage runs deep, whether home-brewed or pro-modded, such as the amazing KAMM Manufaktur 912 C, featured previously in these pages in its various development stages and now strutting its stuff in fully realised production specification. In fact, Editor Furr has just returned from Hungary, where he tested the new full carbon KAMM 912 C, which we will showcase in due course.

With a strong support network of owners and specialist workshops in the UK and overseas (particularly in the USA) catering specifically for the 912, there's never been a better time to secure ownership of this flat-four-powered classic Porsche, which can be yours for a fifth of the price of a same-age 911. Does five times the price amount to five times the fun? Put it this way, you can wring the neck of a 912 and drive it flat-out on your favourite A- and B- roads, where you'll probably only be able to enjoy a small amount of what the equivalent 911 has to offer before you're forced to back off. The 912 makes for a fantastic first Porsche. ●



914

FROM £18k

Words **Steve Bennett** Photography **Dan Sherwood**

The 914 project had a lot going for it. For starters, despite the very first Porsche being based on a mid-engined design, and considering Porsche had enjoyed much success racing with mid-engined competition cars, there was no mid-engined Porsche production car. As far as Volkswagen was concerned, the only vaguely sporty machine in its line-up was the Beetle-based Karmann Ghia. Enough said.

Styling-wise, Porsche wanted a car distinctly different in looks to the 911. Volkswagen, meanwhile, needed a car not looking like, well, a Volkswagen. Outside help was sought, but the usual styling houses were shunned in favour of Gugelot Design, based in Nue-Ulm, sixty miles up the road from Zuffenhausen. The firm had already designed a sports car with which it had hoped to stimulate interest among several manufacturers, Porsche and Volkswagen included. While the prototype was for a front-engined design, it was restyled to accept a mid-mounted motor per the Volkswagen-Porsche concept.

The Gugelot proposal was not conventionally pretty, but it was distinct. Are we damning with faint praise? Perhaps. For sure, the design was sufficiently different to give the 914 an identity of its own — nobody would ever confuse the model for anything else on the road, of this Porsche could be certain. Push-me-pull-you styling aside, the most eye catching feature was the removable Targa roof panel, which could be stored in the rear luggage bay. Pop-up headlights were, for the day, very modern.

The 914 was unveiled in 1968 and was well-received, certainly better than perceived wisdom would have us believe. Production started in 1970. Engine choices were a 1.7-litre Volkswagen flat-four making use of Bosch D-Jetronic injection and developing 80bhp, or a pukka Porsche two-litre flat-six on carbs, delivering a more wholesome 110bhp. The four-cylinder cars were assembled by Karmann in Osnabrück, while the sixes were built alongside the 911 in Stuttgart. In time, the 1.7 would grow to 1.8 and, finally, to two-litres and 100bhp. The six-cylinder 914 was 'quietly dropped' after three years or so in production.

This is something of a clue (if one were needed) regarding the eventual fate of the 914. One of the major problems, as far as sales were concerned, was that the model ended up too expensive to fulfil the role for which it was intended — too overpriced to be a humble Volkswagen, too expensive to be an entry-level Porsche, particularly when a 2.2-litre 911 T cost just £200 more than the 914/6's £3,475 asking price. Meanwhile, at £2,165, the base 914 was more than twice the price of an MGB. Quite simply, the 914 barely sold at all in the UK, not helped by the fact it was never officially available in right-hand drive, although Crayford offered an aftermarket conversion. Indeed, most of the near 120,000 914s built (of which just 3,332 were 914/6s) were split between Germany and North America, meaning most 914s in the UK have been imported.

The 914 was dropped after seven years of production. That said, Volkswagen and Porsche repeated the exercise with 924, although this time, Volkswagen ended up handing the entire project to Porsche, perhaps still burned from the 914 and realising its future lay in a quick round of Golf. ●

Above and below Notwithstanding the Targa rollover hoop, it's easy to see how the 914's two-seater, mid-engined, roadster design influenced creation of the Boxster

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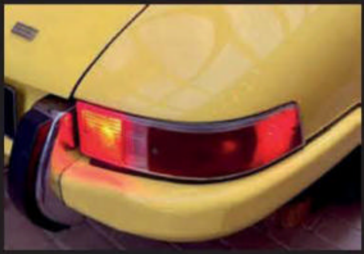

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AGENT ORANGE

Paul Leyton rescued a bright orange Singer-lookalike doer-upper and turned it into a 911 S/T-inspired restomod, complete with, yes, purple upholstery. Donning our shades, we check out his astonishing paean to acid-loving hippiedom...

Words **Johnny Tipler** Photography **Dan Sherwood**

Do you dream in colours? If so, do they harmonise or clash with one another? Back when mind-expanding drugs were in vogue, psychedelia ruled. The wilder the hues, the better the trip. Paul Leyton harbours no such motives, but he loves to get a reaction to his jaw-dropping Orange Blossom Special and its Purple Haze upholstery.

ALL THE BUILD-UP AND MECHANICAL WORK WAS CARRIED OUT BY PAUL IN HIS GARAGE-WORKSHOP AT HOME IN WINCHESTER

His Porsche started life as a 1976 911 2.7. Don't be fooled by the external oil filler cap — this car was, at one time, on its way to becoming a Singer Vehicle Design wannabe. Paul shows me a photo of the car when newly arrived in the UK from the USA. It was a lovely-looking G-series in silver, endowed with a 'tea tray' rear wing and Fuchs wheels. Under normal circumstances, you'd be delighted with this specification, but clearly, it's nothing like what we've got here. Long story short, Paul bought this 911 as an unfinished project, totally dismantled, and having already had a great deal of work done to its shell, including the dramatic orange paint job. He discovered the car for sale on Facebook Marketplace. And why not? I once sold a house in Portugal by giving it its own Facebook page. True story.

Paul's 911 was stashed at historic race and rally specialist, Tuthill Porsche, having been abandoned at the firm's Wardington base by its previous custodian. Apparently, the chap had struggled to find a company capable of creating the Singer replica he wanted, and although Tuthill came up with a comprehensive plan to build it for him, he decided to sell up, allegedly buying a brand-new 992 Carrera GTS after being fazed by the numbers he was being quoted. This is when Paul noticed the car on social media.

"After being imported, the car was first delivered to classic Porsche restoration specialist, Stuttgart Classica, where it was stripped and its tunnel modified to take a Getrag G50 box," he muses. "When the cost of the build reached ninety grand, he decided to bail out. I had long conversations with the owner, and also Ty, the painter at Riviera Autobody, who'd given the bodyshell its vibrant coat of colour. I then visited Tuthill in order to look through all the parts accompanying the shell. I was essentially considering buying an air-cooled 911 spotted on Facebook and being advertised by a guy I'd never met. Furthermore, there was no logbook — the car was listed on the Notification of Vehicle Arrivals (NOVA) database as never registered."

Paul talks of sleepless nights as he considered the implications of his purchase and how the project might proceed. "Once I'd agreed a price and paid for the car, I went back to Tuthill's workshops and collected the aforementioned component parts. I suppose you could say I bought a painted orange shell and three boxes of bits, nothing more."

Logbook aside, he already had ideas about the car's identity. "Contrary to the previous owner's intentions, I didn't want it to be yet another Singer replica," he stresses. "There are dozens of them out there. I wanted this 911 to be, well, different. Hence, I started playing with interiors, colours and materials. Independent automotive fabric supplier, Boyriven, is located close to where I live. I went to see the company's sample wall, taking along a swatch of the car's paintwork. During my visit, I came up with two or three different options for the upholstery. I mulled over each, ultimately deciding to go with purple and orange."

Far out, man, as they'd have exclaimed at Woodstock.

After selecting the purple fabric, Paul engaged with trimmer, Stephen Thirkettle, at 13 Stitches, located in Orpington, Kent, and sent him the samples. "He totally got it," enthuses Paul, "and that's what I needed, somebody who was going to be on board with my vision. Stephen is well-known on the Volkswagen scene, which is how I knew him — my car ownership history is rooted in air-cooled VWs." Cooperation and synergy is what drove the build from thereon.

The interior received sound deadening from Stuart Crombie at Accutek and benefits from a new headlining fitted by Paul himself. Stephen installed the heated seat pads in the course of the incredible re-trim operation. "I knew it was going to be a 'Marmite' car," Paul jokes. "You'll either love it or hate it. Having owned a 1956 low-light Ghia with a snakeskin interior, however, I'm not exactly averse to controversy. This 911's cabin is a real talking point. To my mind, connecting with fellow enthusiasts is what classic Porsche ownership is all about. This car certainly encourages conversation."

Back to the build. Single-mindedly,

Facing page
Sympathetically modified, resulting in no fuss, OEM-plus

Paul has opted for the S/T look, complete with wide, bulbous rear wheel arches, accommodating staggered fifteen-inch Fuchs replica wheels with nine inches of with at the rear. They're wrapped in 205/55 and 225/50 Toyos. He's also deployed twenty-five-millimetre spacers to kick the wheels out to the max.

As he comments, "Ty, who painted the car not once, but *twice* before I took ownership, said I wouldn't believe how much work and how many manhours went into developing the arches. There are subtle differences with the standard 911. A typical 911 wheel arch, for instance, curves around and goes slightly flat at the top. In contrast, my car's wheel arches are completely radial. You wouldn't necessarily notice the difference unless you parked my 911 next to a standard example."

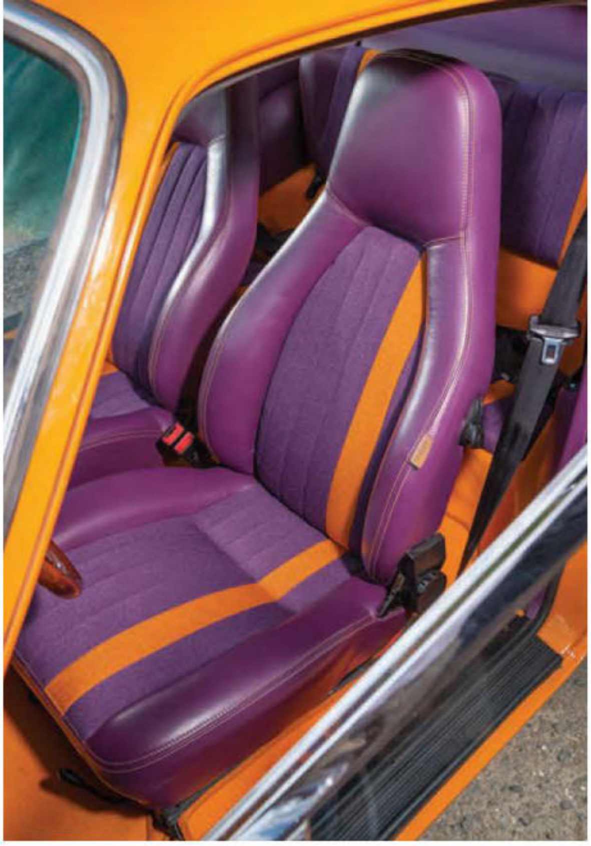
There are a few details even 911 buffs might not notice. The door mirrors, for example, are custom-made, while the front lid's Porsche badge is inset into the metal. There's an external oil filler, too, suggesting we're in the presence of a 1972 2.4-litre 911. "Initially, I wondered what's to stop somebody unscrewing it and putting stones or sand in there," Paul says, "but Ty told me Riviera Autobody applies this update to lots of backdated 911s and the resulting filler cap is rarely connected to the oil system. More often than not, it's just for show." The 993 scuttle panel — an update mimicking a feature of Singer Vehicle Design restorations — and windscreen wiper conversion is a legacy of the early work carried out by Stuttgart Classica, factored in when the previous owner was calling the shots.

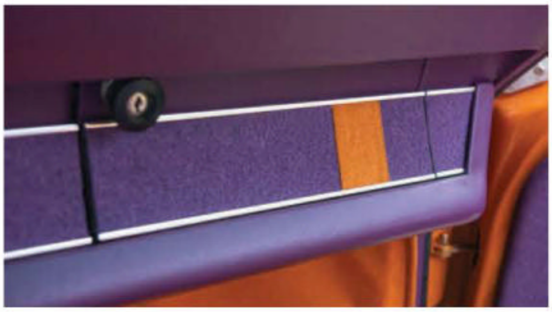
"What he hadn't considered," Paul continues, "is how a 993 wiper motor won't fit in an early 911 shell. Consequently, we spent a week scratching our heads and then three days engineering a hybrid wiper motor assembly, utilising parts from the 993 and parts from a 911 of this vintage."

The car required a new oil tank. Paul was assisted in the making of this by an old friend, Trevor Ward, who used to be a railway engineer and currently teaches design and technology at Winchester College. "He helped me dismantle two 911 oil tanks and build a fit for purpose item for the car. Being a 1976 build, it should have a late-spec oil tank, but when I installed a two-litre engine in place of the 2.7, I discovered the fittings are different. Trevor helped solve this particular conundrum." We'll come to the engine momentarily.

When Paul bought the car, the front lid already had the central orifice for the

Below Every inch of this S/T-inspired restomod is pristine





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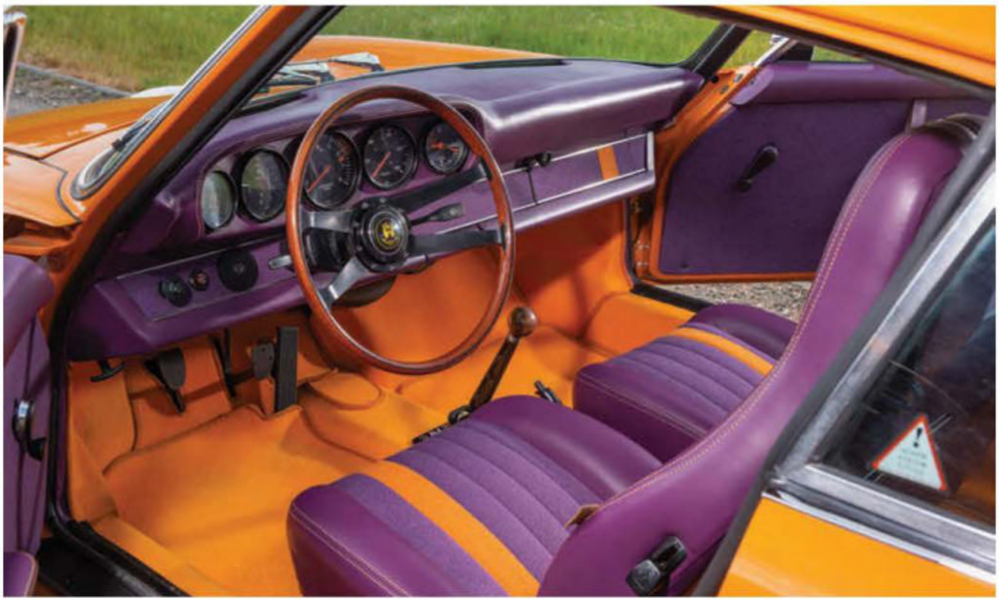
Above A bold choice of colour to contrast against the fruity paintwork, but one we think works brilliantly on this 911

fuel filler in place. "It came with the filler cap, but no neck to connect it to the tank. Marste Engineering in Winchester fabricated the filler assembly from aluminium alloy."

HIS CRITIQUE OF THE CAR'S SUSPENSION CAME AFTER EXPERIENCING SEAT TIME IN IAN MACMATH'S 911 AT CARFEST

All the build-up and mechanical work was carried out by Paul in his garage-workshop at home in Winchester. He also took care of the required rewiring, in which task he was aided by Stuart from Accutek. "I cleared my other cars out to ensure the 911 had my garage to itself. Parts were spread everywhere. I then started working my way through everything. The work included lots of trips to see my friend, Ian MacMath, whose 356 and 911 were recently featured in *Classic Porsche* magazine. He allowed me to take photographs of his orange 911, enabling me to see where parts went and how they fitted back together." Again, there was more head-scratching. Due to its previous Singer aspirations, Paul's 911 was missing its heater boxes and heat control flaps, which are hard-to-find components. There was a pragmatic solution. "In the end, I decided upon a heater delete. There are no control flaps and no levers in the dash, hence the uncluttered look, assisted by the lack of stereo and no climate control. I installed a petrol heater instead. All the heating equipment is located in the smuggler's box, meaning the heat exchangers in the exhaust system are redundant. This winter, I intend to find out if the system works as well as I hoped."



And now we get to the fundamentals of the running gear. Somewhat radically, Paul has rejected the original 2.7-litre motor in favour of a rebuilt two-litre flat-six. "When I bought the car, I was given the option of buying an engine to go with it, but the boxer in question was dismantled and therefore couldn't be heard running. It was an unknown quantity. I wasn't prepared to take the risk of putting it back together, only to find it was in need of major surgery." At this point, it would have been tempting to install a 3.6-litre M64 flat-six on

throttle bodies, but, as Paul admits, “it would have been out of character for this car.” The higher-capacity option was sidelined.

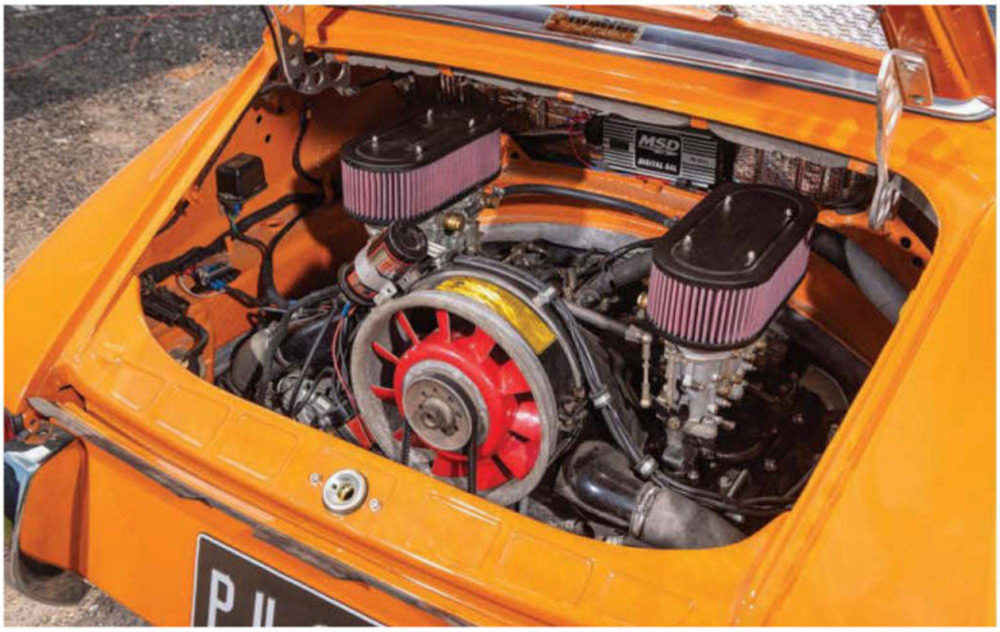
He soon came across a fellow 911 enthusiast performing an engine swap. It turned out the discarded engine was a two-litre unit making use of triple Weber carburettors, MSD ignition and a Dansk exhaust. Crucially, it had not long been fully rebuilt. “I bought the unit, along with a Type 901 dog-leg gearbox. This is the setup I’ve been running in the car to date.” Following installation of these oily bits, the car went on the rolling road at Stanton Motorsport, Hungerford. Perversely, the session served to reveal a leaking manifold gasket. Paul is due to return for a re-run in due course, when he expects to see 120bhp, midway between a two-litre T and a two-litre S.

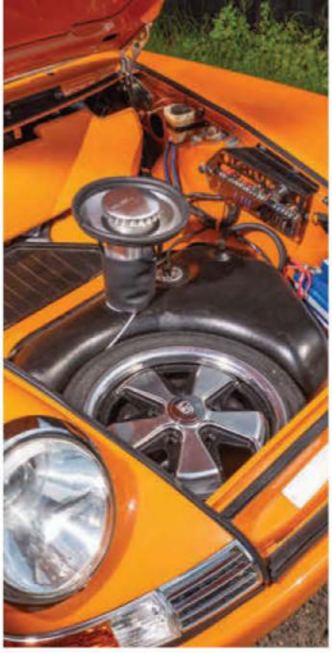
Oh, the joys of a fresh rebuild. It turns out we’re privileged to have glimpsed the car in action — Paul reveals the engine is currently in bits again. “On the way to a recent show, a head gasket blew. It was an easy fix, but having covered another thousand miles since, I’ve found more niggles, like you do with any new construction. In truth, the engine needs a gearbox with longer ratios. For this reason, a gearbox swap will be taking place in the coming weeks.”

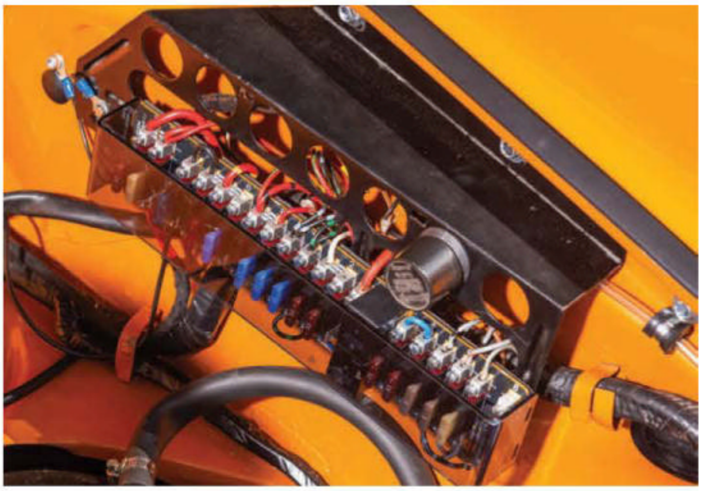
The suspension consists of Bilstein front shocks, Öhlins rears, Eibach springs, RSR-specification anti-roll bars, adjustable front top mounts and torsion bar delete. Paul reckons the spring rates are too hard for a decent ride in a road car. More for the snagging list. “Currently, my 911 is running 250lb front springs and 450lb rears. I’m swapping those for 150lb and 300lb. I’m hoping the change will make the ride a bit more pleasurable. After all, you want to enjoy the drive, not be banged about. This isn’t a track machine.”

His critique of the car’s suspension came after experiencing seat time in Ian MacMath’s 911 at CarFest in August. “Ian was there with his 356, as well as his orange 911. He took his 356 around the track. I jumped in his orange 911 and had a go in that. It was a revelation. It drove exactly how I want my 911 to behave.” As a result, in addition to the engine and gearbox work, the car’s suspension is scheduled to come apart in coming weeks. All told, this zesty 911 will reappear looking the same, but delivering a more focused drive.

Above Paul has recently finished the build of a personalised 356, which we are very much looking forward to sampling







Above Modern electrics have been installed to give the car enhanced reliability and responsiveness

The brakes are non-servo assisted, comprising billet alloy calipers (six-pot at the front, four-pot at the rear) and large vented discs, which just squeeze inside the wheels. Stainless steel braided hoses and new brake lines were supplied by Stuttgart Classica. Before Paul's ownership, Stuttgart Classica also provided the discs, the Bilstein suspension kit, chrome hinges for the doors, the bonnet, engine lid and all the early 911 panels.

A HISTORY OF PORSCHE PILOTING STRETCHING BACK SOME THIRTY YEARS PROVES PAUL KNOWS WHERE HE'S COMING FROM

Paul is impassive. "If I'd found the car before work started on it, then it probably wouldn't have ended up looking like it does now. I'd have found it hard to justify the amount of paint and bodywork expenditure that's gone into this build. Don't get me wrong, the paintwork is stunning, far better than you'll find on any of my other cars, but nothing lasts forever, evidenced by stone chips already appearing at the front of this Porsche. At the end of the day, though, there's no point in having a car like this and hiding it a garage."

Many of the new parts for the build came from Design 911. "There were plenty of bits missing when I bought the car. I can't remember what my total spend is to date, but much of the project budget has been spent on parts from Design 911." Ian was also extremely helpful to Paul, donating used components from his parts archive, many of which are unavailable from the usual commercial sources. For example, he contributed the glass panes for the opening rear windows. As Paul comments, "Porsche doesn't make them anymore. I was told Porsche Classic *might* put them back into production at some point in the future, but there is no firm commitment. I tried a variety of automotive glass manufacturers, including Pilkington, but no joy. When it comes to parts like these, unless you can find someone with good second-hand stuff, a restoration project can prove very difficult indeed."

Easing back into the mind-blowing cabin, we take stock of the extraordinarily bold purple sports seats, which are decorated with orange stripes and contrasting stitching. Purple is the colour of royalty and has religious connotations, but partnered with orange? This has to be one of the wildest colour combinations anyone could dream of. It's like the bedroom of a child in the 1960s. Get your head around this, baby!

Consider the wood-rimmed steering wheel, carrying its wilful Wolfsburg horn button. "At first, I bought a MOMO steering wheel from Design 911, but you'd have to be an orangutan to reach the indicator stalks with it in place," Paul laughs. "I decided to look for a steering wheel from the period of the car's

Above Muscular, but remaining a perfectly sized Porsche for rural backroads and city streets alike

construction. I raided Ian MacMath's wall of steering wheels and was trying different parts with different bosses. It was at this point I realised the splines on my 911 steering column are the same as those of a Volkswagen Beetle. This opened up the choice of steering wheels at my disposal."

Fortuitously, Aircooled Accessories had started making replica 911 steering wheels, primarily for owners of Beetles and 'bay window' buses. Paul ended up buying one of these parts. It's what you see in our pictures. The Wolfsburg crest is actually rather cool. In a way, it's part of the mystery of this Porsche.

POWER SHIFT

The gearstick is a Numeric Racing performance shifter, sourced through Design 911. There's a short-shift linkage and dog-leg first gear, with a lock-out for the gate, ensuring reverse can't be selected when changing up from first into second. It's a neat, modern tweak and the switches are mostly hidden. There's also a bespoke wooden gear knob, created specially for this 911 by Simon Basil at BuiltByBasil. The gauges are self-evidently originals, providing a genuine period look.

Paul reflects on his personal automotive philosophy. "It's about making a car your own. I suppose this is influence from my background owning, building and personalising countless Beetles and camper vans. The classic Volkswagen scene is all about individualisation, whereas much of the classic 911 scene is driven by what people think other enthusiasts want to buy, a consequence of always thinking about a car's potential resale value. Many people have told me this interior will affect my car's financial worth, but I'm not really bothered. I'm configuring the car for me, nobody else. That said, my first drive in this 911 was to the annual Stonor VW Rally and, straightaway, somebody was offering decent money in exchange for transfer of ownership."

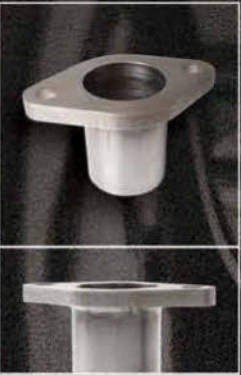
A history of Porsche piloting stretching back some thirty years proves Paul knows where he's coming from. His first 911 was a left-hand drive 964 Carrera 4, the result of an extraordinary car swap. "I did a deal involving six Volkswagens," he roars. "I was using the 964 daily, including for work. It was equipped with H&R suspension, 'Turbo Twist' wheels and RS bumpers. At the time, my three boys were aged one, two, and three, but as they got bigger, the 964 became less practical. I'd had it completely repainted, but it sold it for just £9,500. This was in 1998. The 964 was, of course, relatively unloved at that point in time."

To accommodate his growing family, Paul next acquired an Audi RS2 Avant, another car assembled by Porsche. The 964, however, had fuelled his passion for the 911. Consequently, a 996 Cabriolet took up residence in his garage. He also owned a couple of Karmann Ghias and a Mercedes-Benz 300 SL 'Pagoda' powered by a 4.5-litre Ford V8. It wasn't long, however, before another 964 came along. This time, he found himself in charge of a Tiptronic-kitted Carrera 2 Cabriolet. "The unloved model," jokes Paul. "I had to have it. It's finished in Light Clam Pearl. From what I've been able to discover, the first owner was Porsche indie, Autofarm, and the car was a special order through the Porsche Sonderwunsch programme. It's one of few 964s painted this colour at the factory." Even organisers at the annual VolksWorld Show at Sandown Racecourse asked Paul if he'd display the acidic orange 911. Fair enough, but next time I speak to him, I'm going to ask if I can take Agent Orange for a serious burn-up. Or maybe a road trip? One thing's for sure, there'll be no need for stimulants when behind the wheel of this 911. It does the job for you. ●

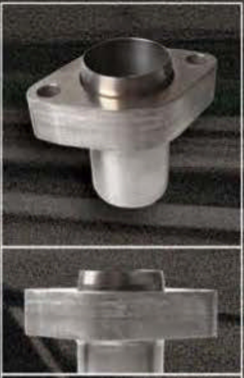
by JP Group Automotive

Illustration: Heat exchanger 2.0-2.4, Ø38mm - Ref no. 91.911SSI // JP no. 1623104910

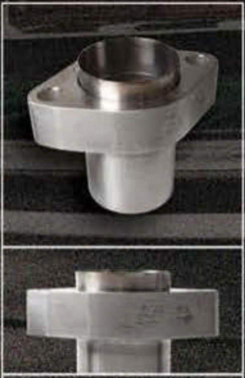
The SSi heat exchanger - for replacement or conversion to free flow



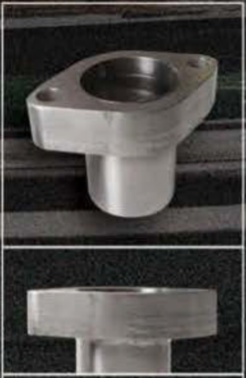
Ø38mm or Ø41mm
2.0-2.4, 64-74
2.7 & 3.0, 74-79



Ø38mm
3.0 USA, 80-83



Ø41mm
3.2, 84-89



Ø41mm
3.6, 90-94

Note! All pipe dimensions are outside diameter

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DAN FURR

997 CARRERA 4S, 944 TURBO

Back from a week in Germany, where I took a new base-model Taycan to find out just how effective this all-electric Porsche is as a grand tourer. Did I experience range dreaded anxiety? All will be revealed.

RICHARD ROBERTS

991 GTS, 968 SPORT, 996 C4S

My 991 Carrera GTS still isn't sorted. Work has been hectic and I've been away on a couple of road rallies since our last issue, meaning I haven't found the time to pen an update. News next month.

RICH PEARCE

958 CAYENNE FACELIFT

Shooting 356s, new 911s and plenty more, both at home and overseas for a variety of clients, not limited to magazine editors. Summer season is finally here, folks, making my job all the more enjoyable.

DAN SHERWOOD

996 GEN II GT3

My GT3 is booked in for a service and new brake pads at the workshops of Suffolk-based independent Porsche specialist, William Francis. A stockpile of consumables from Design 911 is on the way.

CHRIS WALLBANK

981 GTS AND MACAN DIESEL

My Macan is now rolling on wheels looking good as new, but bad news for my 981 Boxster GTS — damage was sustained to the front bumper during the car's first run out since paint correction.

ROAD TO ROUEN

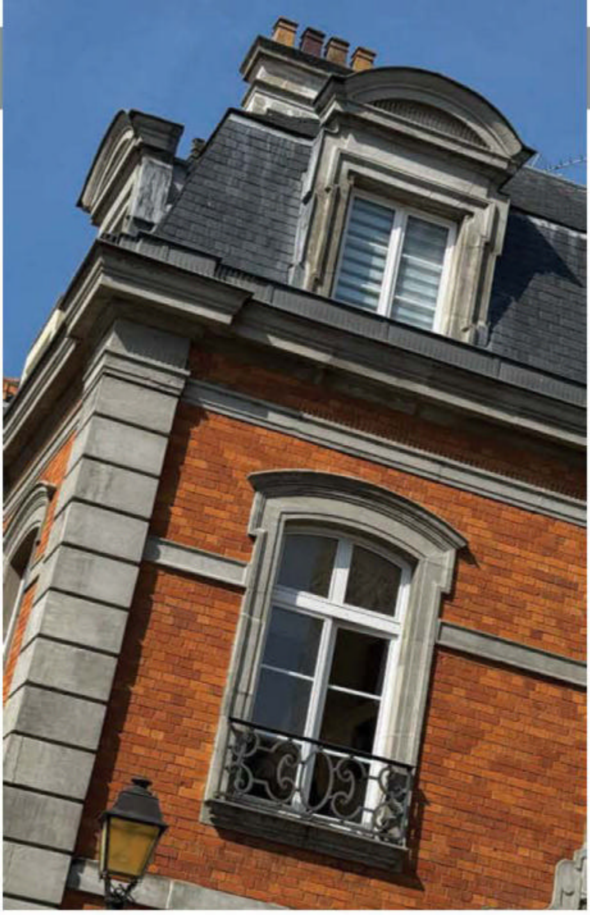
Dan Furr visits Boulogne, Paris, Orléans and Rouen in a bid to find out if a Carrera is all the 911 today's Porsche Centre visitors ever need...

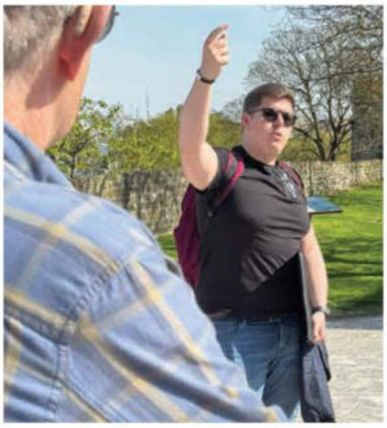
Above Single-deck LeShuttle carriages offer wider lanes to accommodate vans and trailers, making them ideal for bulky modern sports cars

Cast your mind back a couple of months and you'll recall I outlined my desire to determine if a Carrera is all the 911 you could ever need. Historically, there has been a big jump between specification of the entry-level model and its better-kitted siblings, but with the base 911 now streets ahead of the highest specification available from sports car manufacturers away from Zuffenhausen, it struck me there probably isn't a need to make the financial jump to a Carrera S. If you've read the opening article of this issue, you'll appreciate I'm not the only journo thinking along these lines — pumping out near 400bhp (almost a hundred ponies more than the base 996 Carrera) and loaded with immensely effective chassis technology, the new 'boggo' 911 is simply brilliant.

To determine whether 'the great divide' between Carrera and Carrera S is no longer apparent, I decided to nab a brand-new 992 Gen II Carrera from Porsche Cars Great Britain and head out on a near two-week tour of France, taking in Paris, Orléans and Rouen. Due to an administrative mix-up, the Guards Red car I was due to take abroad wasn't available when I arrived at the company's headquarters for collection. Instead, I was presented with a GT Silver Metallic car. The colour, though not exactly photogenic, was less of an issue than the car's specification — where the red Carrera was pretty much free of fancy add-ons, the silver machine boasts Carrera Classic wheels (£1,910), stunning two-tone leather (finished in black and the appropriately named Bordeaux Red, commanding £513), eighteen-way adaptive Sports seats Plus (£2,825), Sport Chrono (£1,797), Sports exhaust system (£2,249), HD-Matrix LED headlights (£2,033), noise-insulated glass (£1,151), heated GT Sports steering wheel (£236), surround view cameras (£1,299), cruise control (£1,469) and the biggest spend of all, a Burmester high-end surround sound audio system (£3,974). It's worth noting, despite being the most uninspired choice beyond white, silver paint attracts a premium (£1,068).

Don't get me wrong, this Porsche's





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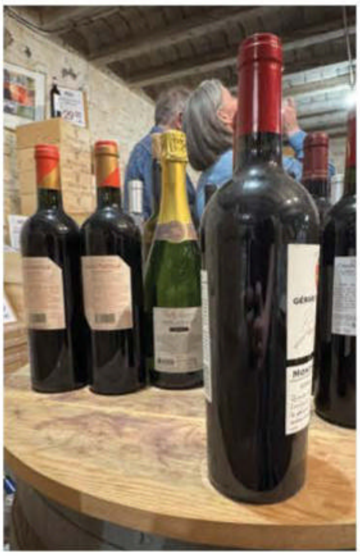

This page Enjoying a guided tour of Boulogne and its many wine cellars

red interior is stunning and, should I find myself ordering a new 911, I'd be ticking that particular box, but considering the purpose of my mission, I was a tad concerned the 'pure' Carrera driving experience would be diluted by so much individual equipment, which adds the cost of an entire 997 Carrera to the new 911's base price of £99,800, bringing the total to £124,058.

THE NEW 911 CARRERA IS MAGNIFICENT, AND WITH A SMATTERING OF CAREFULLY CONSIDERED OPTIONAL EXTRAS, IT'S TRULY STUNNING, TOO

It should be noted, this is just £3,558 more than you'll pay for a new Carrera S, but you're getting a shedload of desirable extras. The price point is significant because, as the point of my trip suggests, the 911 Carrera is now a very powerful car indeed. Granted, you might be a number cruncher only too happy to highlight the fact the Carrera S wins on virtually every scoreboard. The Carrera's top speed, for example, is 183mph, whereas the Carrera S tops out at 191mph. The lower-specification Porsche delivers 394PS (388bhp, in old money), while the Carrera S produces 480PS (473bhp). Torque is 450Nm and 530Nm respectively. I'm not going to deny the differences are pronounced, but I'm also not going to deny my real-world experience of these cars. The bottom line, dear friends, is that unless you're taking these 911s on regular trackdays and want to improve your lap times, the differences are most apparent on paper. The simple fact of the matter is this: 131PS per litre, 450Nm, 183mph, a redline set at 7,500rpm and the ability to hit 62mph from rest in 3.9 seconds (with Sport Chrono added and active) amounts to absolutely all the 911 you could need on today's increasingly busy roads. This includes the German autobahn, on which I spend a decent amount of time each year.

This Carrera really wants for nothing. Porsche Active Suspension Management (PASM) is standard equipment delivering a 'magic carpet' ride, making you feel like your fillings are going to be shaken loose in other new sports cars. The standard brakes

Above A few days in Paris allowed Dan to enjoy a pitchside seat watching Paris Saint-Germain

are excellent — Porsche Carbon Ceramic Brakes (PCCB) are an option, but they'll rid you of thousands and are totally unnecessary for anything other than track days or, perhaps, really heavy, *really* powerful Porsches, such as the sublime Cayenne Turbo E-Hybrid with GT Package, which develops 739PS (728bhp) and 950Nm from its V8-and-electric-motor combo.

BEAT THE SYSTEM

The proof, as they say, is in the driving. Who are 'they'? Them. Well, me, at least. Time to hit the road. Initially, I was aghast at the inconvenience of having to disable so many driver aids before setting off, a ritual each and every time the driver hops into the hot seat. Yes, the steering wheel controls offer shortcuts to achieving the desired result (negating the need to scroll through different menus on the mahoosive touchscreen display embedded in the dashboard), but it's a tedious process. I'm sure these features can be disabled on startup by way of an ECU tweak, but to do so would doubtless void the car's factory warranty. Only another ten years to go, then.

In truth, for long-distance driving involving plenty of motorway miles (I covered in excess of 1,500 miles on this trip), the little beeping noise indicating breach of the given speed limit was most welcome. I didn't mind it at all.

I wasn't at all keen on the lane assist function, though. This is where the car decides whether you're too close to what it perceives to be the edge of the lane you're travelling in. The system's reaction can be to violently yank the steering in order to put the car where it thinks it should be. I detest this functionality, which I have no doubt was designed with safety in mind, but is actually quite dangerous. Yes, a non-observant driver could benefit here, but if they're *that* non-observant, a sudden feeling of losing control of the car as it pulls to one side at speed could have the detrimental effect of panic setting in, causing the driver to relinquish control of the steering wheel.

I experienced similar heavy intervention down narrow French lanes, where car thought the verge was too close and tried to correct the steering. The hazard is obvious and, though I don't believe binning the system is an option, I'd happily ditch it. Excuse the unintentional pun.

The adaptive cruise control system was also a source of frustration. Cruise

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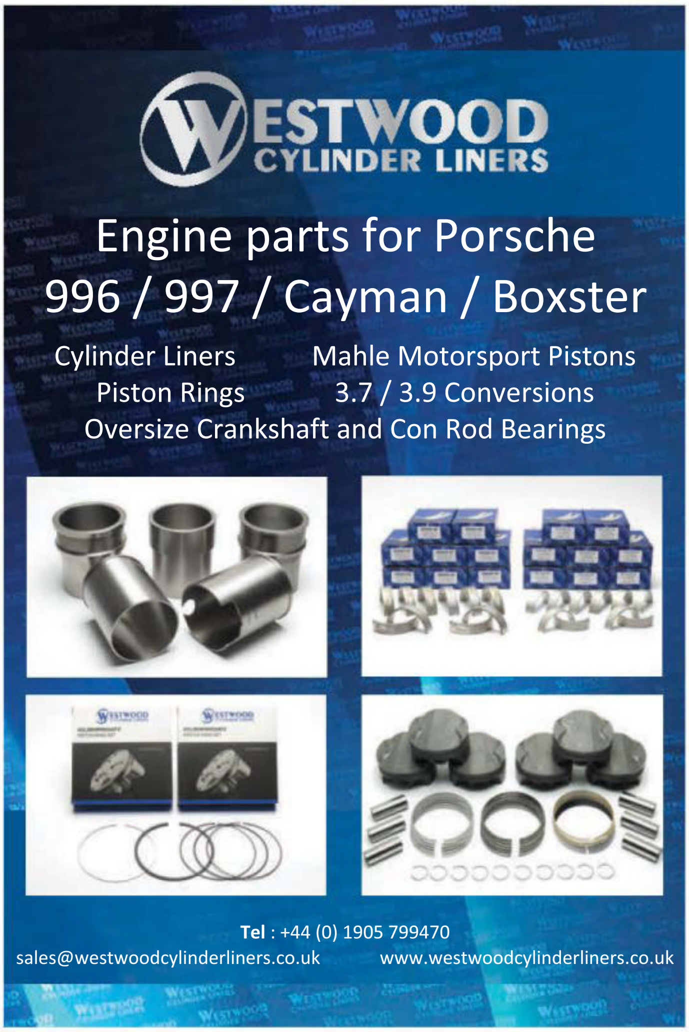
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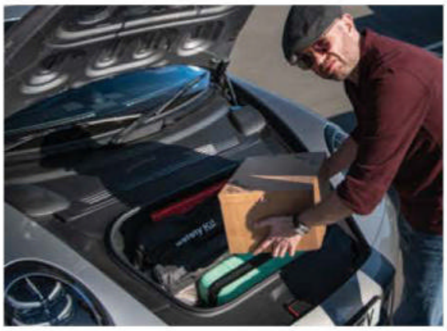


control in itself is welcome, especially for someone like me, who likes to travel fast, but whose livelihood depends on keeping his driving license free of endorsements. Long gone are the days of simply setting a target speed and informing the car whether you want to accelerate or decelerate toward it. In today's Carrera, you get to set a desired distance between the 911 and the vehicle ahead. Again, road safety has been at the forefront of thinking behind this technology — maintaining safe space behind the car in front is a no-brainer.

STOPPING POWER

Unfortunately, should another car dart into the gap, or if you pull out to overtake and exercise steady pace when switching lanes (as opposed to quickly darting from one lane to the other), the car recognises the gap is closing and is happy to slam on the brakes, maintaining distance, but causing problems behind. It's the effect of brake checking other motorists, not to mention another example of catching the driver unaware, potentially causing them to temporarily relinquish control of the car while they ascertain what the hell is going on.

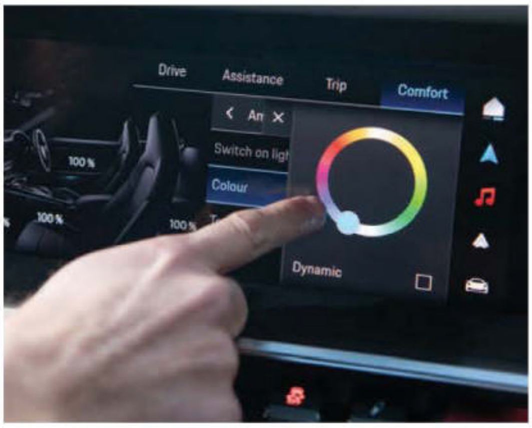
I should stress, these gripes are not exclusive to the new 911 Carrera. They're the result of new road safety legislation requiring all new cars to implement systems of this nature. A little fine-tuning wouldn't go amiss, though. Sheesh.

As mentioned, disabling the systems is easily achieved, albeit an annoyance every time you want to set off on a journey. In the grand scheme of things, these are minor annoyances. They're also my only gripes with the car, although it's important to note they're not its fault. Actually, I do have one other minor complaint. Again, it's not exclusive to the Carrera, but it's worth mentioning. And, no, it isn't the puny sound of the modern, direct injection flat-six when pitched against the throatier M97 powering my 997.

911s have got considerably bigger in recent years. The new 992, for instance, is a giant, certainly when compared to my older 911, which, as intimated, is a widebody Carrera 4S. There is good reason for enlarged dimensions — new 911s are chucking out big power and need wider track with wider wheels and tyres in order to ensure optimised roadholding. Throw in the additional space required for the guts of today's

Above Not much room in the front of the new Carrera, despite its generous exterior dimensions

Below Unlike Dan's 997, the new 911 wouldn't accommodate his guitar without it sitting at an angle



This page Optional extras include this gorgeous twin-tone leather interior, which the interior ambient lighting can be altered to match

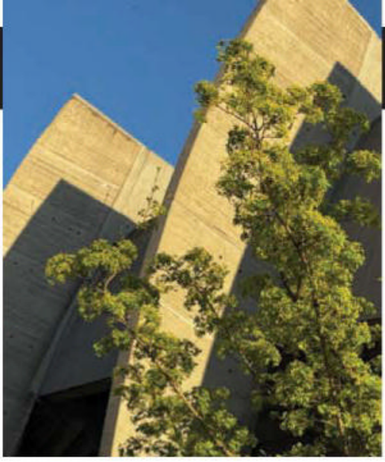
cars, as well as structural features designed to improve occupant safety in the event of collision, and it's easy to see why the 911 has become so bulky.

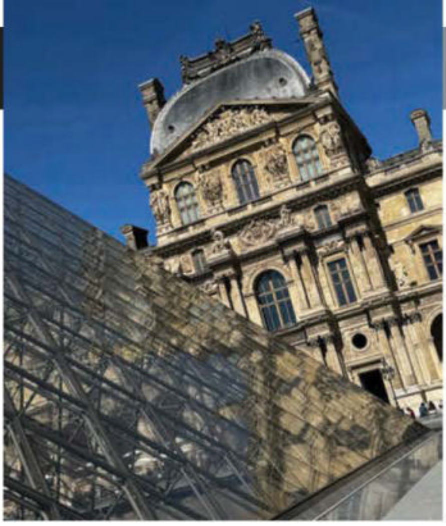
You're probably expecting me to say I'm upset roads haven't become any wider, making placing the Carrera on tight twisties (or in parking spaces) not quite the straightforward proposition it once was. There's merit to this concern, but I was, in fact, amazed at the seemingly narrower rear cabin than the space I enjoy in my 997.

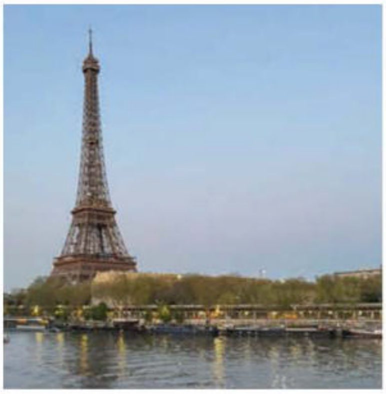
I'LL GO AS FAR AS SAYING SHELLING OUT FOR A NEW 911 CARRERA GTS ISN'T THE STRAIGHTFORWARD DECISION IT ONCE WAS

Regular readers will recall I was joined on my trip by an electric guitar in a protective hard case. A Fender American Professional II Telecaster finished in Porsche-tastic Miami Blue, no less. With the 997's rear seats folded, the guitar case sits flat, a little wriggle room each side. In the new 992? Even with the seats folded, the case had to be positioned at an angle, not flush, one end raised. Significantly wider wheels demand wider inner arches, eating into cabin space, even when the exterior dimensions of the new 911 far exceed those of my car. Axe-wielders take note.

Okay, complaints done. And they're really very minor. Even so, these are the kind of quirks one only ever gets to take into account when spending an extended period of time in charge of a vehicle, hence my love of borrowing new Porsches and taking them on road trips — following my French fancy in a new 911 Carrera, I spent a week driving to, from and around Germany in a new base-model Taycan, of which I will be reporting in a coming issue of the magazine. I've also recently spent extended spells in charge of a new Macan Turbo (electric) and the previously referenced Cayenne Turbo E-Hybrid with GT Package, which is fighting to be considered the greatest Porsche I've ever driven, even if every other motoring hack I know says it's total overkill for the road. Come on, guys — nobody buys a Porsche because it's the sensible thing to do.







Or do they? Making the decision to dismiss the new 911 Carrera S in favour of the base-model Carrera, then throwing a few extras at it, is logical. In no way does this car feel gutless, and the looks are just as impressive as those of the Carrera S. In every respect, the non-S is *also* a super Carrera.

So, then, to my trip. A tour of Boulogne was followed by a blast to Paris, which saw me hit the city in the blazing heat of a Friday afternoon. Traffic was horrendous, and though I enjoyed taking to the cobbles surrounding the Arc de Triomphe once again, doing so in rush hour at the end of the working week wasn't quite the relaxing drive I was hoping for.

Eventually, I made it to my digs and parked the Porsche in the hotel's secure underground car park. I was staying a stone's throw from the Eiffel Tower, and though the Champ de Mars (the green space surrounding the monument) was surrounded by security fencing, I was keen to capture a photograph of the car parked on the nearby boulevard, albeit at the annoyance of Préfecture de Police, armed to the hilt and giving me the side-eye while I sat in the middle of the road taking photographs of a car positioned where it really shouldn't have been positioned. Oh well.

Exploring on foot took me all over the city, including a stop at the Parc des Princes to watch Paris Saint-Germain play Angers. Not a game likely to go down in history as one of the greats, but at least PSG won at home, which as a travelling fan sitting pitchside, was the best I could hope for from a decidedly average match.

After a few days mooching around the world's most romantic city, it was time to head two hours south. Specifically, I was visiting Orléans, a gorgeous north-central prefecture situated on the River Loire in a valley of the same name and carrying World Heritage Site status. Famously, and against all odds, Joan of Arc saved the city from English siege in 1429, presumably to ensure a travelling nine-piece 'rock orchestra' could visit and perform music from *The Legend of Zelda* while dressed as characters from the video game series almost six hundred years later. Yep, this is one of the sources of entertainment I enjoyed while I was in town. Consider the fact I didn't know any of the music (I'm not a gamer) and how the band leader was addressing the crowd in his native tongue. Also take into consideration

Above Exploring Paris on foot, including PSG's ground, the Eiffel Tower, the Louvre, the Champs-Élysées and Arc de Triomphe

Below Robocop/Cylon-looking 911 enjoying a sleep in the hotel's pristine underground car park

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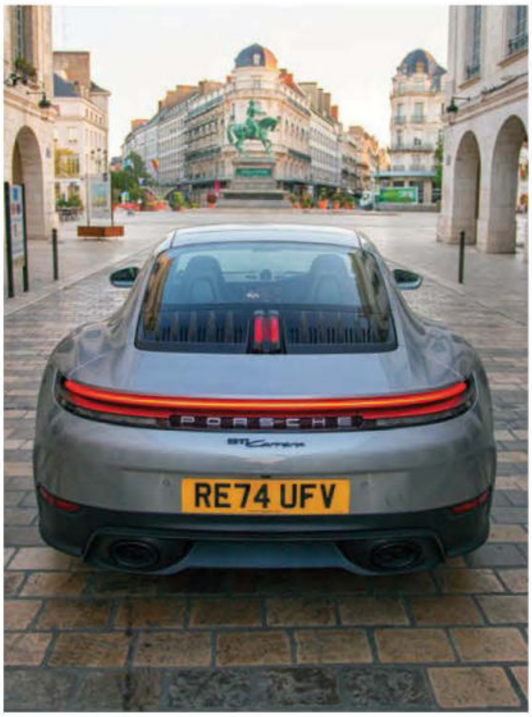
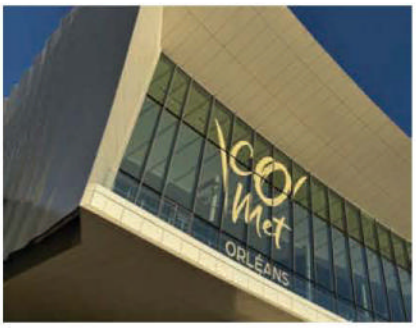




BLOIS
LE MANS
P CHEVAL ROUGE
CENTRE VILLE
-MARTROI

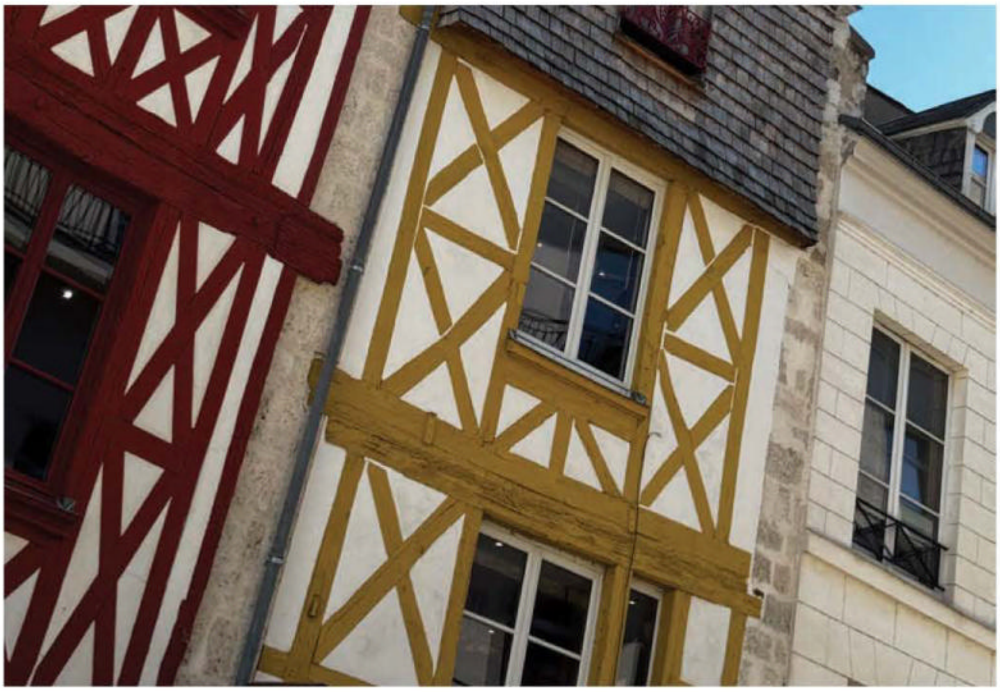
half the audience was in cosplay dress. The atmosphere was electric, crowd participation off the chart, but it has to be said, the musicianship on display was top-notch. With no preconceived idea about what I was going to hear, I was pleased to experience what is best described as progressive rock crossed with melancholy pop. Brilliant stuff, as if King Crimson had invited Emerson, Lake and Palmer on stage. With a harp.

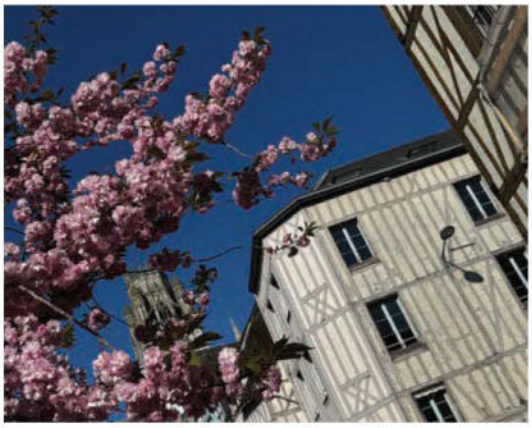
I really liked Orléans. The hotel I was staying in is situated close to the George V bridge, overlooking the river, a short walk from Place du Matroi, the city centre and the site of an impressive statue of Joan of Arc riding a horse. Trams are everywhere, as are shops. This is one of the most striking things about French towns and cities. In the UK, we're told the high street is on its last legs, but here, it's thriving. Orléans is packed with every type of store selling every type of product you can think of, whether major chains or independent boutiques. Newsagents are pleasingly busy, with racks and racks of specialist magazines the norm, not a novelty. The buildings in and around this super-clean university city are mainly marble or white stone, but take a wander away from the centre and you're able to explore a seemingly endless supply of historical landmarks, all reachable on foot.

I was up bright and early each morning, enabling me to head out with the 911 and take photos of the car in spots guaranteed to be bustling later in the day. I really enjoyed my time in Orléans, complete with its cobbled city centre streets. Don't get me wrong, I adore Paris, but this was the first time I'd visited Orléans, whereas Paris is familiar ground. In this respect, much like my time with the shimmering Carrera, I was on something of a journey of discovery.

Speaking of which, taking this 911's upgraded interior into consideration, not only is it difficult to justify the extra spend commanded by a new Carrera S, I'll go as far as saying shelling out for a new 911 Carrera GTS isn't the straightforward decision it once was. For the purposes of context, the starting price of the GTS is £137,900, some £38,100 more than the Carrera (£13,842 more than the base 911 as tested, complete with its fancy add-ons). The GTS offers a bit more torque than the Carrera S, but largely the same power.

This page
Enjoying time in Orléans, including accommodation overlooking the river, a band playing video game music, and the stunning city centre





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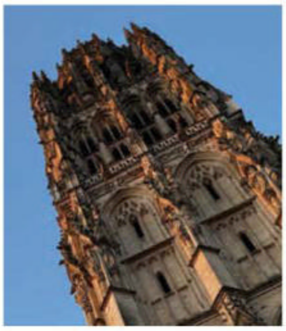

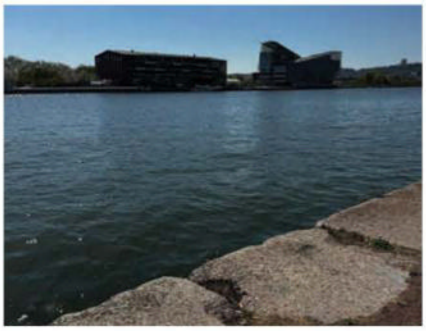

This page The final leg of Dan's road trip saw him land in Rouen, capital of the northern French region of Normandy

The sprint to 62mph from a standing start comes down to three seconds dead. Top speed is 193mph. Is this worth near forty grand of extra spend over the Carrera, though?

I might be simplifying the plus points of GTS ownership, but the fact remains: the new 911 Carrera is magnificent, and with a smattering of carefully considered optional extras, it's truly stunning, too. At no point during my trip was I left wanting. I didn't feel the need for more power, speed, damping, braking, comfort or refinement. The Burmester audio system, though pricey, is phenomenal, and worthy of a standalone article in its own right. To summarise here is to do it an injustice. Watch this space.

After a few days in Orléans, I drove three hours northwest to Rouen, formerly one of the most prosperous cities in Europe. Sitting on the edge of the River Seine, this is another city previously fought over by the French and English, and another with close ties to Joan of Arc — if in doubt, clock the number of cafés and corner shops named after her in this part of the world. Unfortunately, it's also where ol' Joan (considered a key defender of the French nation) was tried for heresy and burned alive in 1431. Ouch.

More exploring on foot and more musical entertainment was on the cards. During my stay, the city's stunning cathedral was given over to Luminescence, a spectacular immersive light show designed specifically to complement the architecture of the host building, with music provided by a large professional choir and orchestra. From popular classical pieces to sombre Gregorian chants (and plenty in between), the event dazzled with its extraordinary visuals and first-rate performances. It was over within an hour, but I wouldn't hesitate to witness it again. Being seated central and only three rows back from the action helped, of course.

After a few days in Rouen, it was time to head back to England. Two hours on the road to the LeShuttle terminal in Calais was followed by a swift train journey under the Strait of Dover, arrival in Folkestone, then another two and half hours on the road to Porsche Cars Great Britain, where my beloved Bentley was patiently awaiting my arrival.

Keen not to be found guilty of looking at this particular 911 Carrera — loaded with a fair amount of optional extras, remember — through rose-tinted spectacles, I'll be asking my friends at Porsche Cars Great Britain for a loan of the barely altered Guards Red base model I originally intended to take with me to France. I sense a return journey is on the cards. Vouloir, c'est pouvoir. ●

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SIMPLY THE BEST

When it comes to the third-generation Panamera, we're unequivocal: the greatest model in the line-up is that powered by a V8 without electrical assistance...

Words **Matt Robinson** Photography **Simpsom Piececray**

Cast your mind back through a few issues of this magazine and you'll recall we recently tested a high-powered, V8-packing, third-generation (972) Panamera. Specifically, the monster Turbo S E-Hybrid flagship of the range, a plug-in hybrid (PHEV) which summons an extraordinary set of numbers, those being 771bhp, 738lb-ft, 202mph, up to 201.8mpg, as little as 31g/km of CO2, fifty-two miles worth of all-electric driving capability, 2.9 seconds for the race from rest to 62mph, kerb weight of 2,440kg and a price tag (without options) equally as hefty: a significant £175,100.

> IT'S A GRUMBLING, CHUNTERING EXHAUST NOTE LEAVING YOU IN NO DOUBT HOW MANY CYLINDERS ARE UNDER THE BONNET

As if this wasn't enough, we also sampled the Panamera Turbo E-Hybrid. Shorn of its *S* status, this 972 still hits hard, developing 671bhp and 686lb-ft, resulting in a sprint from rest to 62mph in 3.2 seconds, topping out at 196mph. Capable of similar eco-stats, almost as heavy and priced from £151,500, it's a useful £23,600 cheaper than the Turbo S E-Hybrid and is equipped with the same glorious four-litre biturbo V8, although we're sure you'll agree this particular Panamera is hardly at the forefront of financial accessibility.

While you might think this is enough high-performance V8 Panamera choice for anyone's needs, Porsche isn't quite done yet. Sadly, the 'plain' old Turbo model has had to go, but there's good news for fans of pure-combustion models insofar as the GTS is back for another outing. We've long advocated the merits of GTS trim in all Porsche's model lines, mainly because the badging normally confers a sub-GT level of enhanced driver interactivity. In other words, if you can't afford a 911 GT3, a 718 Spyder RS or a Cayenne Turbo GT, or if you think these models are too hard or too impractical for your needs, then the GTS is here to step in and save the day.

That said, in plush Porsche product ranges, including that of the Panamera, there aren't any cars with proper input from the manufacturer's GT division. Instead, you must settle for those mega-power PHEVs at the top of the tree. In effect, the GTS becomes the de facto enthusiast's choice. Good news on the one hand, but possibly raising pre-drive expectations to levels the car might not be able to live up to.

The formula for creating the new GTS is familiar. Just like the pre- and post-facelift 971-generation Panamera GTS, under the bonnet resides a four-litre twin-turbocharged V8. It's the same powerplant propelling the two PHEVs sitting above the GTS in current Panamera product hierarchy, although it does without any form of electrical assistance in the GTS. Power and torque stand at 493bhp and 487lb-ft, increases of 20bhp and 30lb-ft from the new arrival's direct predecessor. Driving all four wheels through an eight-speed PDK dual-clutch gearbox and powering 2,140kg of car, it's the first Panamera GTS to break the four-second barrier for the zero-to-62mph run, putting in a deeply impressive 3.8-second sprint. It'll top out at 188mph.

In our opinion, this is all the performance saloon you could ever possibly want or need. Well, we say 'saloon', but we're being influenced by Porsche promotional speak. Strictly speaking, the Panamera is a big fastback, chiefly because the tailgate is hinged at the roofline. Talking of body styles, our only complaint relating to the GTS is you can no longer order it in the marvellous Sport Turismo format. Much to Editor Furr's frustration, not enough Porsche customers worldwide bought the discontinued Panamera wagon when it was available, leading to Sport Turismo now only being an option for the Taycan.

This is where our gripes relating to the 972 Panamera GTS start and stop. First of all, this car looks fabulous and is arguably the standout model in the range, mainly because of its predominantly black details, which give it a mean and moody appearance. Not only are the light clusters, window surrounds and trims all darkened down, but so are the gorgeous twenty-one-inch alloys. This aesthetic therefore really suits some of the bolder metallic colours in the Panamera palette, not limited to Gentian Blue, Madeira Gold and Frozen Blue. There's the dramatic (and oft-selected by GTS owners) Carmine Red, too, part of Porsche's Dreams colour catalogue, further enhancing the considerable kerb appeal of the GTS, albeit at a cost of £1,704.

COMFORT AND JOY

The excellent work continues in the cabin, which comes with eighteen-way electrically adjustable Adaptive Sports seats as standard, plus a healthy amount of Race-Tex fabric (essentially Porsche's version of Alcantara, costing £534 here) and a GT Sport steering wheel. When touchpoints are of the suede-like material, the link between driver and machine feels a bit more

Facing page
The jury's out on the new 911 GTS's lower bumper treatment, which features odd-looking 'gills', but the rest of Porsche's new product range looks fantastic, as per the new Panamera GTS

Above Never before has the Porsche family of products shared design language so completely

performance oriented, a bit more special, certainly more so than a straightforward leather-trimmed part.

As ever in a Panamera, the build quality throughout is exceptional and the ergonomics are excellent. Technophiles will enjoy the standard 12.6-inch Curved Display for the instrument cluster and the brilliant 10.9-inch Porsche Communication Management (PCM) touchscreen infotainment system, but other pleasing items, including the head-up display (£1,160), 10.9-inch Passenger Display (£1,288) and 1,455-watt, twenty-one speaker Burmester high-end surround sound system (£4,600) will significantly increase the car's purchase price.

As far as practicality is concerned, the GTS sacrifices little. Its boot is a little smaller than that of the base V6 models in the range, dropping from 494 to 478 litres, which is still considerably bigger than the cargo area in the Turbo-badged PHEVs (421 litres). Rear-seat space is exactly the same, which is to say it's suitably generous, albeit only for two as standard — there's no middle seatbelt unless you pay £719 for the '4+1' option. This isn't really going to make the rear bench capable of taking three adults abreast, meaning you'd only specify this add-on if you're going to be regularly transporting a trio of small children.

For all the GTS Panamera's undoubted showroom appeal, of which it has plenty, you start to fall for it (big time) when on the move. It begins with the way the muscular V8 booms into life and settles into a surprisingly menacing idle. It's a grumbling, chuntering exhaust note leaving you in no doubt how many cylinders are under the bonnet, a tune clearly signifying the car's intent to thrill its driver later in the kinematic piece.

Get the GTS rolling and those initial impressions only improve. As standard, this sporty Panamera is kitted-out with adaptive two-chamber air suspension with a self-levelling system and a ten-millimetre reduction in ride height when

TECH SPEC

Model	972 Panamera GTS
Engine	EA825TT 3,996cc biturbo V8 petrol
Transmission	Eight-speed PDK dual-clutch automatic gearbox, Porsche Traction Management (PTM) all-wheel drive with Porsche Torque Vectoring Plus (PTV Plus)
Power	493bhp at 6,500rpm
Torque	487lb-ft at 2,100-4,000rpm
0-62mph	3.8 seconds
Top speed	188mph
Economy	22.2-23.5mpg (combined)
CO_2 emissions	274-278g/km
Kerb weight	2,065kg/2,140kg (DIN/EU)
Length	5,052mm

Above Swathes of Alcantara-style material covers the cabin, not only paying tribute to motorsport, but also improving acoustics

compared to other models in the range. The setup is teamed to Porsche Active Suspension Management (PASM) variable two-valve dampers, complete with GTS-specific tuning. And yet, the Panamera remains a luxury car underneath it all, one aimed at upmarket types who demand a smooth, cosseting ride. This Porsche delivers in spades.

THE GRIP AND BALANCE LEVELS WORKING IN HARMONY TO KEEP THE SHELL ON AN EVEN KEEL

There's an underlying firmness to the way the car comports itself over rougher asphalt while travelling at low speed in urban areas, though you're never quite allowed to forget the unsprung alloys hanging at each corner of the GTS are massive twenty-ones. Such is the exquisiteness of the dampers, however, the ride is seldom uncomfortable. Instead, the quality of the shock absorption gives the GTS a wonderful suppleness and control in ways preferable to cars configured with all-out soft suspension in a bid to try and provide the best ride manners. Also, sound-deadening materials in the Panamera are from the top drawer, meaning this is always a quiet and dignified car, even if you can hear the rich V8 burble when tooling around on minimal throttle openings. For a near 500bhp Porsche, it's remarkably docile and genial as it traverses city streets.

It's also imperious at motorway speed, which is surely the Panamera's natural habitat? We guess you're not reading a review of a GTS-badged Porsche in a marque-specialist magazine like this one to find out how it will cope with the drudgery of a rainy autumnal commute along the M4, though. You want to know how this five-metre-long machine can handle the more interesting stuff, right?

It utterly excels at such things. When comparing the new Panamera GTS to its far more potent Turbo E-Hybrid and Turbo S E-Hybrid relations, the main bit of interest in the tech spec boxout on these pages isn't power, torque or sprint times. No, it's kerb weight. This remains a top-end, premium vehicle loaded with a huge engine, as well as the sort of construction materials and methods making it feel as sublime and quiet as it is, with enough equipment to satisfy such a demanding sector of

Above Wraparound rear light bar is a feature of all new Porsche cars

the market. We're therefore not about to say 2,140kg is trim enough to bestow honorary *superleicht* qualifications, but the GTS is carrying a good three hundred kilos less timber than the Turbo PHEVs, thereby making a significant, beneficial difference to agility.

With its sensational steering, immaculate body and wheel control (on the air springs), as well as PASM and an ultra-eager front end, the GTS is incredibly playful for such a physically big car. You can get it dialled in to the absolute millimetre of precision, the grip and balance levels working in harmony to keep the shell on an even keel, the crystal-clear feedback levels transmitted through the base of the seat and the thin-rimmed GT Sport steering wheel providing the driver with the ultimate in feedback. Then there's rock-solid stability promoting trustworthiness, allowing you to play with the Porsche's cornering line at will using the throttle pedal alone.

Get aggressive with the latter and the GTS will happily oversteer, yet the electronically controlled Porsche Torque Vectoring Plus (PTV Plus) limited-slip differential means it does it so progressively and fluidly, collecting everything up when the rear of the car steps out. This is a doddle thanks to the mesmeric steering. It all adds up to a sports car in which the driver can quickly build a rapport with the scintillating chassis and drivetrain beneath them, but at the same time, there will always be new levels and layers of ability to unlock and discover if you push harder and harder. It's cohesive. It's rounded. It's far, far less of a point-and-squirt type of machine

OKAY, HARDLY BARGAIN OF THE CENTURY, BUT FOR WHAT YOU'RE GETTING, THIS FEELS LIKE A STEAL

PORSCHE
Panamera GTS

Above A big car with big road presence, but exhibiting sports car look and feel

Below Some of the most comfortable automotive seats we've encountered

than either of the two V8-equipped PHEVs sitting above the GTS in the new Panamera range.

You won't lament the lack of electrical assistance in the GTS, not least because the combination of its mighty engine and ultra-slick PDK is jewel-like. At no point will you ever find flaw with the transmission, either in terms of the gearbox or the advantages of Porsche Traction Management (PTM), which allows you to focus on just how good the V8 sounds as it flawlessly spins out to the redline. There's no appreciable torque hole or sense of turbo lag from this engine, with the strong, insistent, linear acceleration it can provide bringing a deeply satisfying level of on-road performance. Sure, objectively, the stats show the V8-equipped Panamera PHEVs are quite a bit faster than the GTS, but subjectively, out on the road, when driven back-to-back? Take it from us, the 493bhp Panamera feels every bit as edifying and blessed with seemingly endless acceleration as its supposedly superior stablemates.

NICE PRICE

We haven't even got to the best bit yet, which is this: the Panamera GTS costs £131,700. Okay, hardly bargain of the century, but for what you're getting — and the fact it's £43,000-plus cheaper than the Turbo S E-Hybrid — this feels like a steal. You can specify the GTS with all manner of goodies, including Porsche Carbon Ceramic Brakes (PCCB), rear axle steering and a whole lot more, and it'll still only come in at between £150,000 and £160,000. In this realm of sports car, you're getting a lot of car for your cash.

In conclusion, in the case of the current Panamera line-up, less is emphatically more. Don't go for a petrol-electric V8 model. Stick with the glittering, phenomenal GTS. In terms of price and power, it might be positioned in the middle of the range, but this is undeniably the dynamic pinnacle of all 972s to date. ●

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Dan Furr
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AUCTION NEWS

911 & Porsche World photographer, Ade Brannan, hit an extraordinary single-owner collection of powerful Porsches and fast Fords just as we were going to press...

Every now and again, a collection of Porsches emerges seemingly out of nowhere and makes us jump out of our seats. Such was the case with The Apex Collection, a remarkable private fleet of exotic 911s offered exclusively through online auction house, Collecting Cars, not long before this issue of *911 & Porsche World* went to print.

From air-cooled icons, including the 964 Turbo and ultra-rare 993 Turbo S, through to modern-day track heroes, not limited to the 991 GT2 RS and 992 GT3 RS, this eye-popping plethora of Porsches represents the dream garage of most 911 enthusiasts, though the collection didn't stop there — a small-but-considered fleet of fast Fords from the same enthusiast owner was also pitched alongside the Porsches up for grabs. Among the Blue Ovals eager Collecting Cars users were invited to bid on, attention focused on a Sierra RS Cosworth and Escort RS Turbo.

THIS COBALT BLUE BEAUTY IS THOUGHT TO BE ONE OF ONLY TWENTY-SIX RIGHT-HAND DRIVE EXAMPLES OF ITS KIND

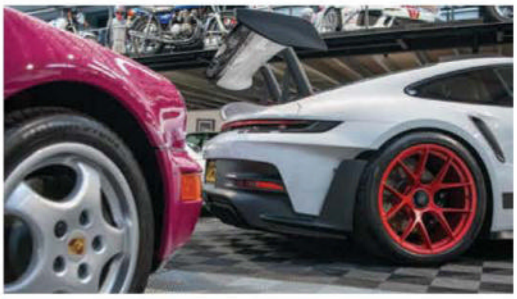
Clearly, The Apex Collection captures the spirit of analogue driving, motorsport heritage and modern performance all in one place, hence the total amount raised by all available lots tipping £1,850,000 across seven days. Let's dissect that number by taking a look at each Porsche's individual contribution.

The standout sale of the auction — whether wearing the Stuttgart crest or otherwise — was the 1998 993 Turbo S on offer. A coveted air-cooled classic boasting a rare factory colour and particularly low mileage, this Cobalt Blue beauty is thought to be one of only twenty-six right-hand drive examples of its kind and was acquired by the seller in August 2020. Building upon the already impressive 993-generation Turbo, the S features larger turbochargers, a modified ECU, an additional oil cooler and an uprated exhaust system, as well as stiffer (and fifteen-millimetre-lower) suspension and bespoke aero, including engine cooling ducts on the rear wings, a large rear spoiler and new brake cooling ducts on the front bumper.

This particular 993 was serviced in May 2024 at 29,224 miles by Porsche Centre Aberdeen, having been in the care of Porsche Centre Tonbridge since 2007. In 2013, TCW Group Tonbridge resprayed the front end, rear top panel, rear bumper edges, both lower wing mouldings, rear inner wheel arches, plus a dent repair to the offside rear wing. A new clutch was installed a short while earlier, as were air-conditioning condensers. All four wheels were refurbished, while the exterior door handle gasket trims were ditched in favour of new parts. This is all well and good, but you want to know how much the car fetched at auction, right? Any guesses? Okay, we'll put you out of your misery — this blue-over-grey 993 Turbo S coined a winning bid of £401,500, a considerable amount more than the sale's 1992 964 Turbo.

Finished in Rubystone Red (Editor Furr's favourite Porsche colour), this 3.3-litre stunner has covered just 12,468 miles from new. First registered in January 1992, the car was acquired by the seller in November 2021. He is the fourth registered keeper.

The car was last serviced in June 2024 at 12,451 miles by Porsche Centre Aberdeen. The work included an engine oil and filter change, plus renewal of the air filter, fuel filter, and gearbox oil.



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Prior to this, servicing and maintenance was carried out by JCT600 Newcastle in June 2017. In April that year, Redline Racing installed replacement rear shock absorbers, new heat exchangers, new rear wheel bearings, a new camshaft oil seal, new spark plugs, belts, crankcase breather hose and a new air filter.

> **THE SOUGHT-AFTER WEISSACH PACK, PROVIDING ADDITIONAL POKE TO THE 3.8-LITRE FLAT-SIX, AS WELL AS SEVERAL WEIGHT-SAVING OPTIONS**

The new owner cast the a winning bid of £230,500, some five hundred quid more than the buyer of the sale's 992 GT3 RS, complete with desirable Weissach performance pack. An intoxicating modern supercar, this radical Rennsport is powered by a normally aspirated four-litre flat-six delivering almost 520bhp and 343lb-ft torque to the rear wheels via a seven-speed PDK semi-automatic transmission with paddle shift. This terrific trackday tool was first registered in May 2023 and is a one-owner car, having been in the keep of the seller from new. With just 393 miles showing on the odometer, this makes for an exciting addition to its new owner's garage, ready to thrill on their favourite road or circuit.

The Apex Collection presented a 2005 996 Turbo S with just 14,873 miles on the scoreboard, as well as a 997 Gen II Turbo S with 18,745 miles covered from new. Nothing, in the grand scheme of things. These rare, special-edition 911 Turbos sold for £68,500 and £68,000 respectively and have both been in the care of Porsche Centres from new.

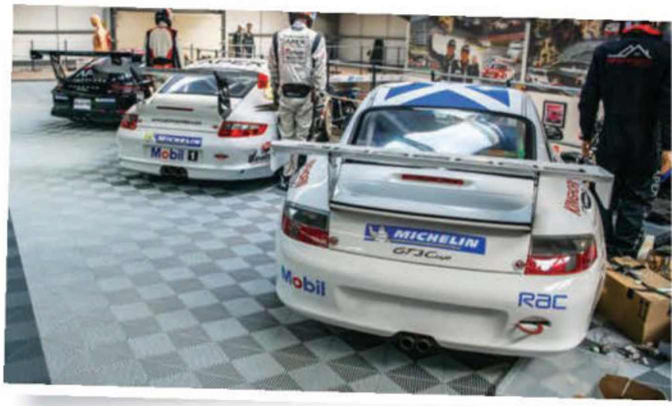
We've long held the belief Porsche reached peak 911 with the 991 GT2 RS. Bidders on The Apex Collection's Weissach-kitted example seem to agree, tipping the purchase price to £297,500. Having covered just 609 miles from new, this near 700bhp beast — representing the most powerful production 911 ever built — is kitted-out with the sought-after Weissach performance pack, providing additional poke to the 3.8-litre flat-six, as well as several weight-saving options, including twenty-inch magnesium alloy wheels, a titanium half roll cage and numerous carbon-fibre components. With just two owners from new and such a low number of miles covered, this beautifully presented Rennsport presented a compelling opportunity for collectors of rare 911s.

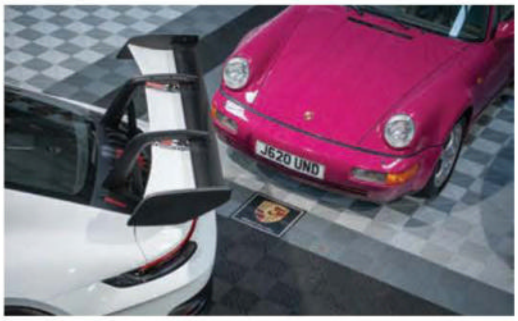
The event's 2018 991 Gen II Turbo S — rocking a comparatively lofty (but still crazy low) 1,497 miles — shifted for the relative bargain price of £93,000, while the accompanying 2003 996 GT2 bagged a winning bid of £83,500. A 2023 992 Turbo S with an almost criminal 102 miles scored £150,175. Interestingly, most of these cars are silver or grey.

Seeming somewhat out of place (perhaps explaining its poor performance on the day) was the 2005 997 Carrera S looking for a new home. Optioned with hard-backed heated Sport seats, multi-function steering wheel, climate control, cruise control, Porsche Sports Exhaust (PSE), Porsche Active Suspension Management (PASM) and rear wiper, this modern-classic 911 has covered 92,731 miles from new. We haven't done the maths, but this sounds like more than all the other cars in The Apex Collection combined. Probably.

Looked after by a combination of Porsche Centre (Glasgow) and independent (Northway, P for Porsche, Peter Vardy Heritage) technicians from new, this manual rear-drive 997 was a bargain at £16,555, even if it is making use of not-very-popular blue leather and is lacking Sport Chrono, something we'd hold out for if on the hunt ourselves, especially if the car was loaded with Tiptronic S semi-automatic transmission.

You want to know how the fast Fords fared, don't you? To our surprise, the sale's white 1987 Sierra RS Cosworth fetched £40,500, well below expectation, despite showing just 68,436 miles. The 1988 Mk4 Escort RS Turbo in the same colour, meanwhile, sold above expectation, generating bids reaching £26,260, making the Sierra seem like even more of a bargain. ●





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DEALER SPOTLIGHT

Continuing our series looking at the cars currently available in Porsche dealerships, we head to London and visit the Portiacraft showroom...

Words **Robert Smith** Photography **Dan Sherwood**

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SEE PAGE 116 FOR DETAILS

Carrera 4
Carrera 4S
YP58 ETA
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Deciding which dealer to visit when on the hunt for your first Porsche can be a daunting prospect, which is why it's good to know you're in safe hands when visiting the showroom of long-standing North London P-car dealer, Portiacraft. "The bulk of our output is focused on early water-cooled Porsches, including the 996- and 997-generation 911," says Ollie Ioannou, the man responsible for the majority of the company's stock acquisition. "These are great cars and are generally much better value for money than air-cooled 911s or much newer Porsches. Moreover, in my experience, the 996, 997 and their Boxster and Cayman derivatives tend to be bought by true enthusiasts. These are owners who want a Porsche they can use and cherish without breaking the bank. The cars we sell fit the bill perfectly and are therefore ideal for anyone buying their first Porsche."

This isn't to say Portiacraft doesn't trade in both early and modern 911s, as well as the occasional Porsche SUV, but in the main, the company sticks with what it knows best and, importantly, what it recognises there is most demand for. Typically, this equates to a water-cooled 911 priced between £15,000 and £70,000. These are also the Porsches loved by the Portiacraft team. "They're excellent cars," smiles Portiacraft founder (and Ollie's father), Harry Ioannou. "Don't be fooled by horror stories on the internet. IMS bearing failure, for example, is certainly not as common as naysayers would have you believe. We've been working

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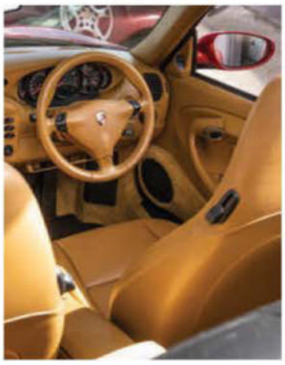

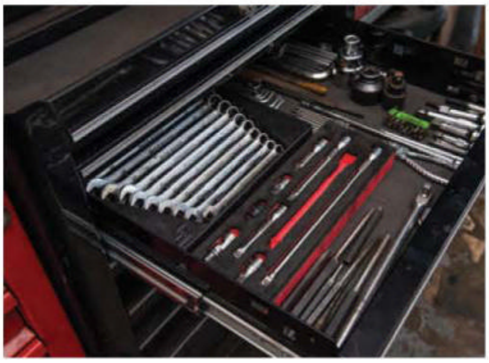

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Above Portiacraft majors on 911 Carreras of the 996 and 997 variety

with these cars for years and we hardly ever come across an IMS issue. It only affects a small percentage of Porsches with the M96 and early M97 engine, primarily those with a single-row IMS bearing from factory. Even then, failure is an exceptionally rare occurrence. Additionally, every car we sell has been rigorously checked for signs of bore scoring. If found to have an issue, we carry out the appropriate engine rebuild before the car is advertised for sale. This work will be backed by Portiacraft's comprehensive in-house warranty, which is applied to all cars sold, giving our customers complete peace of mind in the pre-loved Porsche they are buying from us."

TRADING ON TRUST

Building valuable relationships with clients has helped Portiacraft keep a constant stock of sales cars. "We buy back around ninety percent of the cars we sell," Ollie confirms. "We already know their history and the individual owners. Many trade-up on a fairly regular basis, meaning we are used to seeing 911s with multiple names on their logbooks. This isn't considered a negative, though, as may be the case with cars from other premium marques. Put simply, almost all the owners we buy from or sell to are true enthusiasts who have looked after their cars and maintained them to a very high standard."

So, then, what's in stock? Well, at the time of writing, a pleasing number of competitively priced 997-generation 911s are taking up residence in the Portiacraft showroom. Registered late 2011 and therefore likely one of the last 997s off the Porsche production line, the firm's forty-three-thousand-mile Gen II Carrera 4 certainly takes our fancy. Loaded with Turbo wheels, BOSE audio equipment, Bluetooth connectivity, heated seats and park assist, this black-over-black coupe has been in the custody of just three owners from new and was acquired by the last of the trio in 2014. Until expiration of the car's ten-year warranty, it was in the care of Porsche Centres, switching to being looked after by a trusted independent specialist thereafter.

Manual second-generation 997s are rare, but a manual Carrera 4 of this vintage is rarer still. Complete with the fourby's popular rear reflector strip and those muscular haunches, this black beauty totally floats our boat. It's yours in exchange for £41,995.

Above 911 Cabriolets are a firm favourite of Portiacraft's London showroom

Sitting at under half that price is the 2004 Seal Grey 996 Carrera 4S Cabriolet currently in Portiacraft's keep. Tiptronic S transmission and eighty-four thousand miles from new keep the cost down, although the car is well-known to the Portiacraft team, having sold it a few times and looked after it for many years. Featuring a Porsche Sports Exhaust (PSE), electric heated seats, cruise control, parking sensors, automatically dimming mirrors and satellite navigation, this water-cooled 911 drop-top comes with all the plus points one can expect from a 996 of the Carrera 4S variety, namely the Turbo look, encouraged by wide hips and 'twist' alloys. The distinctive rear reflector panel (not carried over to the first-generation 997 Carrera 4S) looks great against the Seal Grey paintwork, which takes years off the 996's design.

These cars are gaining fresh appreciation in enthusiast circles. Indeed, we've long considered the 996 Carrera 4S one of the Porsche scene's best buys, delivering a huge amount of 911 for what remains a reasonable price point, especially for those dipping their toe in the world of Porsche ownership and not wanting to break the bank when acquiring a 911. Considering Porticraft's sales and warranty package, as well as the option of part exchange, this tidy rag-top is excellent value for money at £19,995.

THE COMPANY STICKS WITH WHAT IT KNOWS BEST AND, IMPORTANTLY, WHAT IT RECOGNISES THERE IS MOST DEMAND FOR

Arguably combining the best both these cars have to offer is the company's 2009 997 Gen II Carrera 4 Cabriolet. Finished in Cobalt Blue with a blue hood and magnolia leather hide, this wide-bodied convertible has covered forty-three thousand miles from new and is equipped with heated seats, satellite navigation, Bluetooth connectivity, automatically dimming mirrors, a multi-function steering wheel, parking sensors, cruise control, dynamic cornering lights and PDK semi-automatic transmission. Offered with fully documented service history and rolling on Turbo-style wheels, this gorgeous 3.6-litre beauty is ideal for a summer of fun on four wheels, offering fabulous chassis dynamics bolstered by the surefootedness of four-wheel drive.

Portiacraft has advertised the car at a keen £35,995. In addition to the aforementioned part-exchange option, not forgetting the company's popular sales and warranty package, finance deals are available to aid you in securing your dream drive.

Visit the Portiacraft website at *portiacraft.com* to see the full complement of 911s currently available to view in the firm's showroom. ●

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PORSCHE 911 S

2004, £37,995. Porsche 996 C4S for sale which has covered just 21000 miles. A fantastic example which condition wise is like new. Very little signs of wear inside and out. Completely original car finished in special order Atlas Grey metallic with light grey nappa leather interior. The car was in storage for 7 years and in recent years over £9000.00 spent on service work with receipts to back. This car needs nothing but a new home. It comes with the hard top from factory finished in Atlas Grey. The current owner has had the MMI unit upgraded to a more modern system but has the original unit also. We welcome any part exchange. For more information please call Rob on 07730979259, East of England.

PORSCHE 911 997 GEN 2

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PORSCHE 911 CARRERA TARGA

£9,000. 1988. Black, on SORN for ten years, needs work, 911 reg no. Please call 01962 862661, South East

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PORSCHE 911

£44,745. First registered May 2004 (04 Reg) this Porsche 911 (996) Turbo Cabriolet is a factory X50 pack car (comprising of larger turbos and intercoolers) which provided a further 39 bhp over the standard 415 bhp output, with the PCCB Ceramic Brake option this is for all intents and purposes an "S" specification car. Beautifully presented in Arctic Silver with a Black Leather interior. Please call 01798 874 477, South East

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2020, 15,000 miles, £82,995. Porsche 922 C2S Convertible for sale finished in Basalt Black with full red interior. This car has covered just 15000 miles and is in very very nice condition inside and out. The car offers blistering 911 performance at a now sensible price. Specification as follows: Extended red leather interior, red roof, black exterior, sports chrono package plus, 20/21 inch sport design alloy wheels, chrome tipped twin sports exhaust switchable system. We welcome any part exchange. If you would like to see a video of this car please call Rob. Please call 07730979259, East of England.

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PORSCHE 911/997 CARRERA 4S

£26,995. The sixth generation of the Porsche 911 (the 997) was introduced in 2005. The car retained the previous model's basic profile but drew on the 993 for detailing. Subtle changes included the new headlights, which reverted to the original bug-eye design, while the interior was also revised with strong links to the earlier 911 but with a modern/fresh take. Initially two versions of the 997 were introduced, the rear-wheel-drive Carrera and Carrera S. In late 2005 Porsche introduced the four-wheel-drive versions of the 997, the Carrera 4 and the Carrera 4S which were announced as 2006 models. We always like to keep a number of emerging classics in stock for our discerning customers and are delighted to market this very nice 997 that is owned locally and only being sold to make way for another Milestones classic. Finished in the stunning combination of Atlas Grey with black leather interior and black (electrically operated) power hood the car presents extremely well and benefits from a full-service history from new. On the road the Porsche does not disappoint providing an utterly engaging drive and a wonderful six-pot soundtrack. You just can't help smiling! Ready to use and enjoy on the Wild Atlantic Way around Ireland or simply polished and used for a run out with friends this 997 needs to be seen (and heard) in order to be fully appreciated. Please call 07442503346, Wisborough Green

PORSCHE 911 TURBO TIPTRONIC S

2008, £52,995. Porsche 997 Turbo convertible for sale finished in Agate Grey metallic with full black leather interior. This car has been in long ownership with the previous owner. Recently serviced the car has covered very little mileage over the past 7 years. If you would like to see a video of this car please call Rob on 07730979259, East of England

PORSCHE 911 C2S CONVERTIBLE PDK

2019, £84,950. Porsche 992 C2S Convertible finished in Metallic Black. A really nice example with some rare optional extras. Full Porsche service history and we are just about to have the 6 year service carried out at a cost of £2200.00. Specification as follows. Sport Design package, extended leather package, adaptive sport seats plus 18 way with memory function, BOSE sound system, Porsche dynamic headlamps, crested headrests, park assist advanced with top view camera, heated electric GT steering wheel, electric folding mirrors, white rev counter, sports chrono package, black tipped exhausts, lane assist, light design package, Sport design side skirts, driver memory package, gloss black Carrera wheels, KEYLESS GO, auto dimming mirrors, PCM, PASM, Aluminium door seals. As you can see a huge specification as a very well looked after car. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259, Essex

PORSCHE 911 S

2011, £44,995,00. Porsche 997 C4S Convertible Gen 2 for sale. A fabulous example. Very very clean nice original car finished basalt black metallic with Ebony black leather seats. Very rare in the fact it has the 6 speed manual gearbox. Multifunction steering wheel, White dials, heated seats, sport design alloy wheels, rear parking sensors, navigation with bluetooth are just some of the options to list. If you are looking for an immaculate 997 C4S manual then look no further. We offer great rates of finance and welcome any part exchange. If you would like to see a video of this car please call Rob on 07730979259. East of England.

PORSCHE 993

1996, £85,000. 3.6 litre twin turbo 6 speed gearbox, full cage bucket seat air jack system BBS wheels and spare set. Wide body road race car includes V5. Please call 07860379440, East of England.

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PORSCHE CAYMAN 3.4 S

2006, 75,500 miles, £17,995,00. Porsche Cayman 987.1 CS just arrived into stock. A very nice example with thousands spent to make this a real one off example! Specification as follows: Sport Chrono Package Immaculate Lobster Claw Alloys 19 and 20. Full leather interior in great condition. Recent MOT – no advisories (last 3 weeks it was done) Recent full service including drive belt done in July all main dealer specialist. All work kept and receipts and history for everything. Please call 07730979259, East of England.

PORSCHE 944 S2

1990, £14,495. Finished in Tuerkisblau / Blue Metallic (LM5M). Only 11 units believed to have been produced in this wonderful shade of which only 8 are left in existence (source Porsche Club GB). Linen Leather with Blue Piping & Two Tone Dash set off the interior beautifully. Presented in immaculate condition throughout with only a few minor marks representative of age and mileage. Fresh from a full health check, MOT, service and cambelt at Sam Lander Porsche Specialists. Great history file. Everything works throughout the car including the Sunroof. Dash does have the usual small cracks. Factory immobilizer still fitted. Tool kit present. Sunroof storage bag present. Rear load cover present. Factory option sticker present in boot. On the button ready to go. Full dealer facilities available. Please call 01765 609798, Yorkshire and the Humber.

PORSCHE MACAN TURBO

2015, 43,000 miles, £27,995. Porsche Macan Turbo for sale finished in metallic blue with Crayon interior. Fabulous example in very very nice condition. Full service history. Specification as follows. 21 inch turbo alloy wheels, panoramic glass sunroof, heated electric memory seats, BOSE sound system, sports chrono pack. We offer any part exchange. For more information please call Rob on 07730979259. East of England.

PORSCHE BOXSTER 3.2 S

2005, £11,995. ULEZ Compliant. Finished in immaculate Basalt Black Metallic with dark grey hide, dark grey carpet and electric powered black hood. Only 67,000 miles with full service history, both main dealer and specialist stamps. Specifications include electric seats and windows, original Porsche CDR 24 sound system, digital climate control, trip computer etc. Styled with an automatically extending rear boot spoiler, red painted brake calipers with stunning black alloys with coloured Porsche crests. Comes with a file of invoices detailing how well the car has been cared for along with its original books in the leather Porsche Wallet. Superb drive and performance, sure to be a future classic. Please note the registration will not be included with the sale the original registration will go back on the car of WX55VYM. Established in 1972 Kim Cairns is a family run business offering a wealth of experience and professionalism. In addition to car sales we have an excellent after sales centre, all of our services and MOTs etc are done in house. Free delivery to England, Wales or to any UK port. International transportation can be arranged. Part exchanges of both classic and modern cars welcome. Please call 01485 541526, Norfolk

PORSCHE BOXSTER S

2007, £14,995. A modern Classic, two owners, low mileage Porsche Boxster S 987 2nd generation model, 3.4 litre flat six cylinder engine in good condition, garaged. Basalt Black finish, Black leather interior finish with switchable heated ruffled leather seats, Guards Red seat belts. Electric foldaway weather tight roof, openable and retractable at low speed. Car comes with weatherproof, lockable full cover for outside/inside storage and personalised registration. Vehicle registered: 01/09/2007. Please call 07818407817, Oxfordshire

10573

BOXSTER SPARES OR REPAIRS

1999, £1,500. Project. Runs just, possibly coil packs. No MOT on SWORN. Please call 07791084109, Cornwall

10603

PORSCHE BOXSTER S 986 3.2 TIPTRONIC

£10,995. This example is not your typical 5 speed Tiptronic Boxster S. It was factory supplied with the lowered sports chassis package, which included Bilstein shock absorbers and red calipers. It also has the XXA option of the Porsche Techquipment 'cup' Aero body kit again factory fitted. Combined with the leather interior, hard top and various comfort options this Boxster feels rather special on the road. The car comes with a good service history with a 12 stamped service book, Original rare press pack. This well maintained example had a larger service carried out (£2501) and as a preventive measure a new IMS bearing and seal (£5467) last year by marque specialist Export 56. 'Boxster' number plate is included with the car. Ulez compliant. Please 01234 750205, Bedfordshire

PORSCHE BOXSTER

2001, 47500 miles, £10,000. Porsche 986 (black on black spec) Boxster with a 2.7L engine. Beautiful low mileage example in excellent condition all round. Tasteful upgrades include clear facelift headlights, 18" 996 turbo twist alloy wheels (unmarked) wrapped in new Michelin Pilot Sport 2 tyres and a Blaupunkt retro look head unit with bluetooth. Full service history and at 37,000 miles the clutch was replaced along with an upgraded LN Engineering IMS bearing. The Rear Main Seal was also done at the same time. 5 owners. Next MOT due May 2025. Please call 07834156681, South East.

124738

PORSCHE BOXSTER

2012, 29000 miles, £31,900. 62 plate. Full Porsche dealer and specialist history. This car's history has been documented in 'The Fleet' section of 911 and Porsche World magazine every month in great detail for the 3 years I have owned it. It also appeared on the cover along side my 981 GT4 last year with an 8 page feature. Total cost of options: £12,295. Additional recent maintenance includes: brand new Michelin PS4's fitted in March, wheels refurbished in November 2023, important 12 year PDK gearbox serviced carried out last year November 2023 year at RPM, both AC condensers replaced this year in July 2024, fully 3 stage paint correction with ceramic coating in 2022 at a cost of £1000 (took him 3 days!) all paint was depth checked and all panels original apart from bumpers and skirts. Please call 07974185777, Yorkshire and the Humber.

125152

PORSCHE CAYENNE E-HYBRID COUPE

2024, 9000 miles, £84,995. This car has the all new engine and battery set up with the longer 60 mileage range on electric charge. A very nice example supplied by us to the previous owner back in 2023. The car is finished in Basalt black metallic with full black leather seats and 22 inch gloss black alloy wheels. Specification as follows. Heated electric memory seats, panoramic sunroof, front and rear parking sensors with parking camera, sports chrono package plus, 22 inch gloss black alloy wheels, privacy glass, black exterior styling, crested headrests, 5 seats, piano black trim. If you would like to see a video of this car please call Rob on 07730979259. East of England.

PORSCHE CAYENNE E-HYBRID PLATINUM EDITION COUPE

2022, 41,000 miles, £55,995. A truly lovely example finished Dark metallic Blue with full grey leather interior. The car has a full Porsche service history and we have just had a major service carried out at Porsche East London. 1 careful mature Batchelor owner, so very little signs of interior wear. Specification as follows. 21 inch RS Spyder design alloy wheels. Heated steering wheel. Electric heated memory seats. Crested headrests. Dynamic headlamps. Rear steering. Privacy glass. BOSE sound system. Rear parking camera. Panoramic glass sunroof. Head Up Display. Black tailpipes. Sports Chrono package. Electric steering column. Air suspension. Prep for tow bar. 5 seats. Comfort access. Extended leather. Cruise control. Apple car play. Crayon seatbelts. Ambient lighting. We offer great rates of finance and welcome any part exchange. If you would like any more information on this car please call Rob on 07730979259, Essex

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10717

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10432

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10462

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10848

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10761

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ADVERTISEMENT INDEX

2911	2
Anglo American Oil Co	101
Ashgood Classic & Sportscars	30
Augment Automotive	61
Beverly Hills Car Club	47
Bonhams Cars Online	13
Brey Krause Manufacturing	4
Cambridge Concours	76
Charles Ivey (Specialist Cars)	108
Classic Car LEDs	89
Classicline Insurance	125
Club Autosport	61
CMS Porsche	108
Dansk	97
Dave The Trimmer	109
Design 911	28, 105
EBS Co	69
Elephant Racing	21
EPS Vertex Automotive	35, 61
Export 56	8
Fabspeed Motorsport	27
Goss Hall Werks	39
Harbour Cars	119
Hartech Automotive	30, 43
Hillcrest Specialist Cars	109
IPD Plenums	81
Jasmine PorschaLink	119
LN Engineering	76
Ninemeister	9
No5 Garage	119
Northway Porsche Specialists	39
Paragon GB	17
Parr Garage	131
Patrick Motorsports	101
Pelican Parts	132
PMO Induction	51
Porsche Club GB	121
Portiacraft	125
Porschtek	85
Quorn Sports & Classics	121
Race Glaze	125
Reap Automotive Design	121
RichbrookInternational	108, 109
Road & Race Restorations	4
Roger Bray Restoration	8
RSJ Sports Cars	77
RSRNurburg	57
Seacoast Specialist Cars	73
Sportwagen Eckert	25
Stoddard	23
Stomski Racing	5
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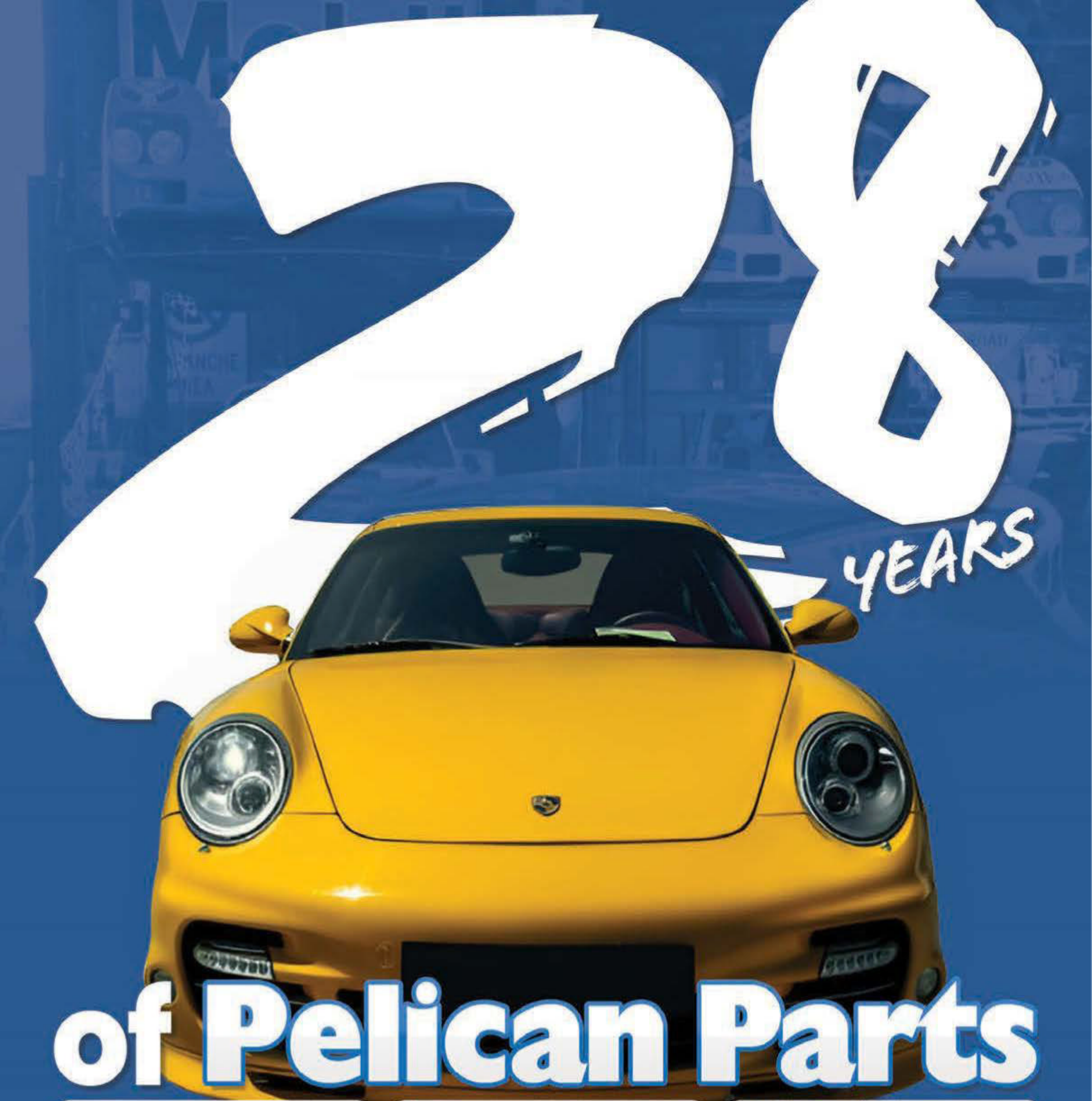

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